



EIGHTEENTH YEAR, No. 11.

MILWAUKEE, NOVEMBER, 1893.

\$1.00 per Year. 10c. per Copy.

# NOW IS THE TIME TO BUY FEED ROLLS.

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## Our Style N Six Roll Feed Mills.

FULLY WARRANTED.

THOROUGHLY RELIABLE.

Solid Iron Frame.

Standard Rolls.

Superior Adjustments.

Noiseless Gears.

\* \* \*

For capacity, quality of work, strength, durability, convenience and all other desirable qualities going to make up the perfect feed mill, it is without an equal.

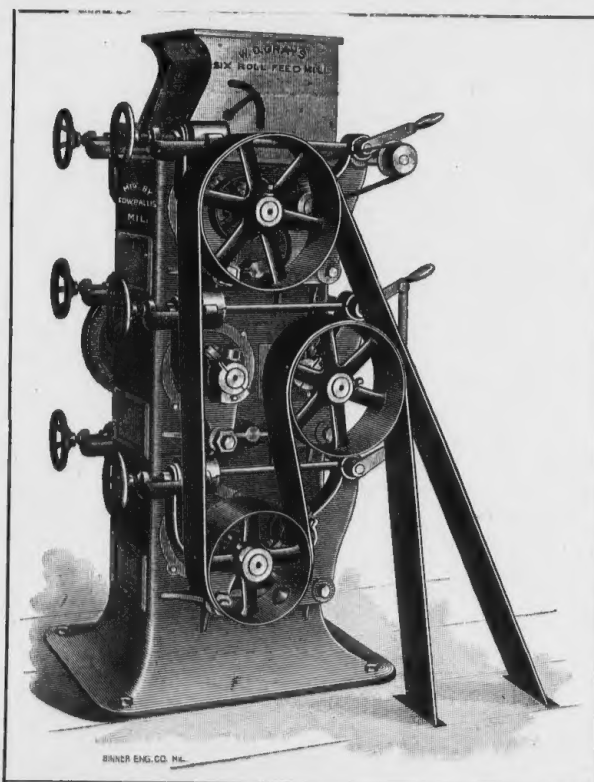
\* \* \*

MADE IN THREE SIZES:

9x14

9x18

9x24



### IT FILLS THE BILL.

Spring Valley, Minn., }  
Oct. 26, 1893. }

To the Edward P. Allis Company,  
Milwaukee, Wis.

Dear Sirs: I have the new style N six roller mill at work, and I just want to say that it comes the nearest to a perfect mill for grinding meal and feed of anything I ever saw. The gears are the quietest running of any I ever saw. In fact they do not make any noise at all. I am more than satisfied.

Yours truly,

T. O. KILBURN.

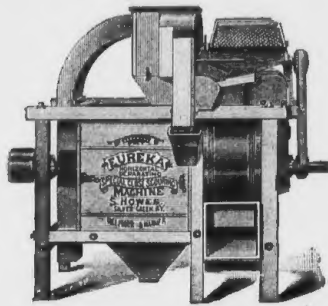
ALSO TWO BREAK FEED MILLS AND A FULL LINE OF GENERAL FLOUR MILL MACHINERY.

COMPLETE FLOUR MILLS BUILT UNDER CONTRACT.

# The Edw. P. Allis Company,

RELiance WORKS.

MILWAUKEE, WIS.



## THE EUREKA GRAIN CLEANING MACHINERY

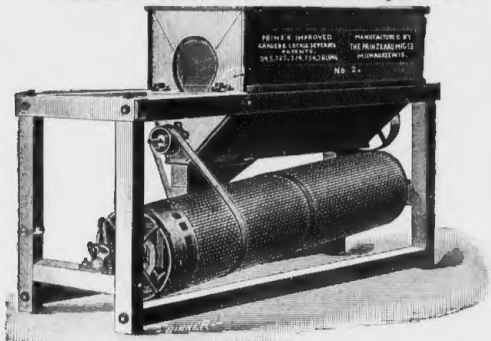
Stands admittedly at the head of all machines built for a similar purpose.

### And WHY?

BECAUSE correct principles were embodied in them and correctly applying these principles, using the best materials and high grade labor, enabling us to build the best machines, and by fair dealings have built up the largest works of its kind in the World, shipping them to every part of the Globe where wheat is grown, and our annual sales exceed those of all others, and each year showing an increase over the one previous, affords indubitable evidence that the principles upon which the Eureka is built and operates, are in the broadest possible sense correct.

**S. HOWES, Sole Builder, SILVER CREEK, N. Y.**

Ten Sizes. From 15 to 230 Bushels per hour.



Slow Motion. Little Power. Small Space.

## RECOMMEND THEM AS THE BEST

WASHBURN, CROSBY CO., Merchant Millers.

Minneapolis, Minn., March 4th, 1893.

THE PRINZ & RAU MFG. CO., Milwaukee, Wis.:

In answer to your inquiry regarding the Prinz Cockle Separator would say: We have had 14 of your No. 3 machines in use in Washburn Mill "A" for the past three years, and can fully recommend them as being the best all round cockle separators we have ever used.

Yours Very Truly,

JAMES McDANIEL.

## THE PRINZ COCKLE MACHINES

Are guaranteed to take out all Cockle, Garlic and similar seeds without wasting wheat.

ONLY MACHINE IN THE WORLD WHICH HAS AN INDENTED STEEL CYLINDER

SEND FOR CATALOGUE OF REDUCED PRICES.

**THE PRINZ & RAU MFG. CO., - MILWAUKEE, WIS.**

WM. & J. G. GREEY, TORONTO, ONT., Sole Manufacturers in Canada.

## EXPORTING MILLERS

Send for copy of the New Edition of the

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More copies of this work are in actual use to-day than of all other Flour Cable Codes combined.

PRICE OF SINGLE COPY, \$3.00

A proper discount will be made to parties ordering one dozen or more.



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Send for circular, giving scope of the work and names of many prominent firms using it, in America and Foreign Countries.

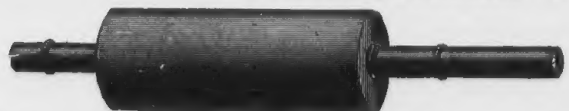
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## FARREL FOUNDRY & MACHINE COMPANY,

ANSONIA, CONN.

Sole Manufacturers of the Celebrated



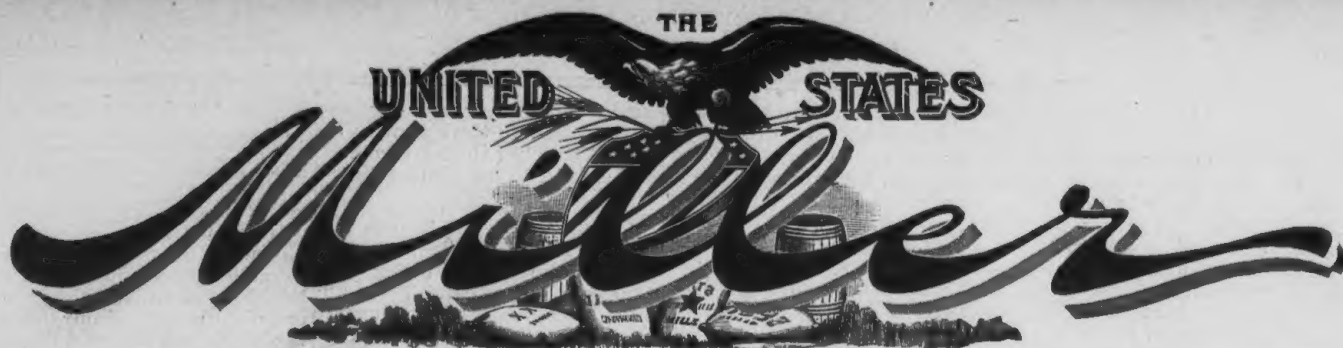
## ANSONIA \* ROLLS

FOR USE IN ROLLER MILLS.

The general experience of American Millers unites in pronouncing these Rolls the very best for Flouring Mill use.

• • These Rolls are now used in all Leading Flouring Mills. • •

CHILLED ROLLS FOR PAPER MILLS A SPECIALTY.



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#### RANDOM THOUGHTS.

BY WANDERER.

IN order that one make a success of building a new mill or remodeling an old one, he must, above all things, post himself as to various modern milling systems, otherwise he may come to grief most seriously. The first and wisest course to pursue is to employ a good miller in whom he can place implicit confidence and then adhere strictly to his advice. If the miller in charge is not to be trusted in this regard it is time to employ one who is worthy of his confidence. I have known a number of contracts to be let during which the miller was scarcely consulted, particularly when it came to render a decision as to whom the contract was to be awarded. It is very true that some representatives of mill-furnishing houses are very unscrupulous and on the alert at all times, to "buy the miller." If a miller is mistrusted by his employer as being implicated in a scheme of that sort it is time that he part with him without further ceremony, because he may depend upon it, that such a man will seek every possible opportunity to prove a traitor against him. A man who will stoop to an imprudent act of "selling out" for a few dollars and take his chances on getting a mill out-fitted, with which he can produce good results is positively anything but a good miller, inasmuch as one who is faithful will use his best endeavors toward securing the best that his employer can afford. As a rule there is little enough profit to a mill-builder in a mill job and the chances are, every time, that but a limited amount can be paid to the miller unless the efficiency of the mill is made to suffer.

I had an opportunity, last spring, to be one among a half dozen bidders, on a mill job. It was quite noticeable that a large amount of figuring was engaged in by the mill parties behind the scenes. It was also very apparent that the man engaged to take charge of the mill was ignored by them and scarcely taken into their confidence. Matters were greatly delayed, much to the disgust of the various representatives and after

the contract was finally awarded it proved that they had all of the plans that were submitted and were engaged in figuring the average cost of the machinery, with the aid of a price-list, thus displaying a general mistrust in everybody. The miller, in my estimation, was a man well up in his calling and certainly did not impress any one as being inclined in any way toward accepting a fee from any of the "missionaries." It is quite evident, that, after such a proceeding on the employers' part, his interest in their welfare will become somewhat shaken, even though their choice of mill-outfit was also his choice.

A miller who is looked upon by his employers in an approving spirit and is treated as though he held a cash interest in the business, will certainly reward his employers with the very best efforts at his command. He will not only bear their interests in mind while at work, but will "side-track" every thing to give the mill the preference in his thoughts during his leisure moments.

While engaged as a machinery salesman it was often a quandary with me whether to first approach the miller or the men in the office, when visiting a mill. It is quite natural that one should desire to consult the miller at the earliest moment possible in order to get a direct reply from him as to his actual wants. It is a matter of great regret, however, that there are employers who will look upon that with suspicion, and will mistrust the salesman at once. I remember several occasions when I entered the mill through the office, where no attempt was made toward an introduction to the miller, even though he made his appearance in the office at the time. As a rule there was no lack of courtesy otherwise on their part. On other occasions, when enquiring for the miller, the answer received was that they preferred not to have any interview brought about for fear that the miller might be induced toward "leading them into unnecessary expense." Again, sometimes, the miller would be sent for and all conversation carried on in the

office directly before the office men. It is quite natural that such an employee will feel himself under restraint and will avoid expressing his wants freely in a case of that kind. My advice to mill-owners is to employ a man who may be trusted at all times as putting forth his best endeavors for their welfare, and then treat him in such a manner that he will feel decidedly at liberty to act for himself.

#### LIABILITIES OF CARRIERS FOR DELAY IN TRANSPORTATION.

A CARRIER is liable for damages resulting from delay in transportation where he fails to convey and deliver within the time fixed by his agreement. In the absence of any special contract, the law implies an agreement on the part of a common carrier to transport merchandise within a reasonable time. The actual cause of delay, in the latter case, is open to inquiry and explanation, and, unless the carrier is at fault, he is not liable for the damages which ensue. He is bound to reasonable diligence, and accident or misfortune will excuse him. A common carrier by river navigation, who is unable to proceed to the end of the voyage on account of low water, may unload and store the goods at an intermediate point while the obstruction exists, but he is liable for the expenses and is bound to take care of the goods while they are detained. When a carrier is liable for a negligent delay in transportation and delivery of goods intrusted to him, he is liable for such proximate damages as naturally result from such negligence. Carriers may limit their common law liability by contract, but by the general current of authority not so as to exempt them from the consequences of their own negligence or misconduct, or that of their agents or servants. In New York, West Virginia, and, to some extent, in Illinois, contracts limiting the liability of carriers for negligence or misconduct of servants or agents, are held valid and effectual. In New York it has been held that when general words in the contract of a common carrier, limiting its liability, may operate

without including the negligence of the carrier, or his servants, it will not be presumed that they were intended to include it; every presumption is against such an intention, and the contract will not be construed as exempting from liability for negligence, unless it is expressed in unequivocal terms. When, by a contract of shipment, a carrier in consideration of a reduced rate, was released for any damage or injury from whatsoever cause arising, it was held that the exemption did not include a loss arising from the carrier's negligence. Where cattle were delivered to a railroad company for immediate shipment, but a written contract was exacted two days afterwards, in an action for damages for unreasonable delay, it was held that the contract would be the measure of the obligations of the parties from the time it was made, but that it could not merge any liability the company might have incurred previously, there being nothing in its terms to indicate such an intention. Common carriers of goods and passengers have a public employment, and owe the public a general duty independent of any contract. They are bound to carry for all persons who apply, unless they have a reasonable excuse for refusal to do so. They are bound to deliver goods at their destination, or at the end of their route to the next carrier, in a reasonable time, according to the usual course of business, with all convenient speed. A carrier who has no notice that it is important that certain goods be delivered at a certain time, is not liable for the value of any special use prevented by an unreasonable delay in delivery. The mere omission to transport or deliver property within a reasonable time does not necessarily make the carrier liable for its value. He is liable for the damages caused by such omission, but the owner cannot, on the sole ground of unreasonable delay in the conveyance and delivery of property, refuse to receive it, and recover from the carrier as for its conversion. The carrier is chargeable in all cases of negligent delay with the value of the ordinary use of



the property having a usable value, after the time when he should have made the delivery at the place of destination. When the property is not of a perishable nature, and is not a common or ordinary object of sale in the market, and subject to its fluctuations, but is designed for a special purpose in a special business, the rule of damages is very different from that applicable to merchandise. For delay in the transportation of machinery, the value of its use for the time it was detained is the measure of damages. In the absence of special damages, interest may be recovered during the period of negligent delay in the transportation of money. Where there is no change in the market value during a negligent delay of delivery it has been held that interest may be recovered on the market value from the time when delivery ought to have been made. Sagacious business men rely upon their ability to judge of the market in undertaking large commercial projects. According to their views of the market they send the merchandise by a quick or a slow carrier, and make compensation accordingly. A contrary rule would deprive them of all benefit of a rapid transit. It would be left to the caprice of the carrier when to transport, and the owner could have no relief. It would be no answer to say that the owner might make a special contract for the transportation at a given time. The contract would have to contain a special provision to pay these damages, or the carrier's liability would not be altered. If the carrier would be liable for those damages, upon a special contract to transport by a given time, he clearly would be for a violation of his duty. In the absence of any special agreement, the law implies that the carrier agrees to transport in a reasonable time. That is his duty. In failing to do so, he not only violates his duty, but also the contract upon which it is based.

## Milwaukee Notes

In the state exhibits of the World's Fair, it was in the department of Agriculture that Wisconsin made its best record. In cereals alone the state secured 103 awards. It beat Minnesota in the number of awards for wheat, and with respect to the quality of wheat exhibited, Wisconsin took rank second to no state in the so called wheat belt, not excepting the Dakotas.

In the Machinery department the Edw. P. Allis Company of Milwaukee, secured the highest award for a general exhibit of machinery used in

the preparation of food. This was the result of the Allis Company's showing of flouring machinery, including engines, roller mills and other apparatus. The list is as follows:

E. P. Allis Company, Milwaukee, general exhibit.

E. P. Allis Company, Milwaukee, scalping reel, reversible conveyor blades and dust collector.

In the matter of awards, at least in certain departments, Wisconsin did very well at the World's Fair. Many Wisconsin people have felt that the state did not make the most of its opportunity, a feeling that was not lessened by witnessing the splendid showing made by such far-away lands as new South Wales and the African Colonies, countries which, like Wisconsin, have great natural resources and which took advantage of the Fair to advertise that fact to the world. That the Badger State gained substantial recognition in spite of the disadvantage of a small appropriation indicates that a veritable triumph would have been achieved had the legislature been a little more liberal.

The list of Wisconsin awards contains a good many surprises, and this is especially true of those granted in the department of Mines and Mining. In this department the state secured twenty-four awards and in the matter of building stone she took a rank second to no state in the Union. Wisconsin granite won six awards of the same grade as those given to the exhibitors of granite from New England and the quarries of Scotland, a recognition that places our granite at par with any in the world.

HENRY MEYER, of this city, has purchased the Barton Roller Mills, at Barton, Washington County, from A. Huntington.

The grain receipts thus far this fall have been remarkable despite the fact that some time ago grain dealers and railroad men were fearing that there would be practically no movement of grain because there would be no money with which to handle it. According to the records of the Chamber of Commerce, the total receipts of grain in this city during October, 1893, were, 6,489,805 bushels against 5,260,971 bushels during same month, 1892, or an increase of 1,228,834 bushels in favor of 1893. Where four or five years ago the quantity of grain receipts was practically limited, so far as Milwaukee was concerned, because at a certain stage a blockade became inevitable and stopped further receipts, the present system of handling grain and the fact that the railroads and

grain men are working together renders the quantity of grain which can be received and handled now almost limitless.

GOVERNOR PECK has taken official notice of the situation among the needy miners of Hurley, and has established an office and storage in this city for the receiving of contributions, which are continuously being sent in from all sections of the state and forwarded to the proper parties. A late report from the district of suffering states that the contribution of flour is quite sufficient to supply all the needy with that article during the winter, and that other things, in the way of eatables and clothing, are now more desirable. The millers of this city have been quite liberal in their donations.

THE stock of wheat here is reported at 841,306 bushels, against 2,016,930 bushels for the corresponding day last year. Prices are firm at 65c. for May, with December 5½c. under May and cash ¼c. under December.

FLOUR is steady but quiet, and choice spring wheat patents are offered at \$3.60@3.70. Millstuffs are unsettled and spot sales are quoted at \$12.25 for sacked bran and \$13.00 for middlings. The average daily production of flour by the city mills, for the past six weeks, was 7,354 barrels.

## IMPORTS OF AMERICAN WHEAT FLOUR INTO EUROPE.

THE following is taken from the November, 1893, report of the statistician of the U. S. Dep't of Agriculture:

As a large and growing portion of American wheat is shipped to Europe as wheat flour, it is deemed advisable to present the following statement of the rates of customs duties leviable on wheat flour for the principal importing countries of Europe:

### FOREIGN IMPORT DUTIES ON WHEAT FLOUR.

COUNTRIES.	Tariff Rates per bbl. of 196 lbs.
United Kingdom.....	Free.
Belgium.....	Free.
Netherlands.....	Free.
Denmark.....	Free.
Italy.....	\$1.49
Spain.....	2.31
Sweden.....	.60 a
Switzerland.....	.34
Conventional duty, b.....	.43
Germany.....	1.54
General duty, c.....	2.22
Portugal, d.....	.....
France: e.....	.....
At the rate of extraction of 70 per cent and above.....	1.37
At the rate of extraction of between 70 and 80 per cent.....	1.72
At the rate of extraction of 80 per cent and below.....	2.06

a. The regular duty of \$1.02 per barrel has been reduced to 50 cents per barrel until the end of the year 1893.  
b. The conventional duty is applicable to countries having commercial treaties with countries named in table.  
c. The general duty is applicable to non-treaty countries.  
d. Prohibited except under certain conditions and restrictions. Where importation is allowed the import duty charged

is at the rate of \$2.02 per barrel of 196 pounds.

e. Wheat flour of extra European production, imported from European entrepôts, is subjected to a surtax of 20 cents per barrel of 196 pounds, which is to be added to the above rates.

In this connection it is interesting to note the growing exportation of our wheat flour into European countries. The healthy and substantial growth of this branch of our foreign trade can be seen by an examination of the following export figures as published by the treasury department:

COUNTRIES.	1890-'91.		1891-'92.		1892-'93.	
	Quantity, Barrels.	Value, Dollars.	Quantity, Barrels.	Value, Dollars.	Quantity, Barrels.	Value, Dollars.
United Kingdom.....	7,057,420	33,791,917	9,004,910	47,251,480	10,361,380	48,319,856
Germany.....	8,864	41,039	54,277	268,519	229,719	1,010,395
France.....	70,154	322,065	210,402	1,174,475	1,519	8,157
Other countries in Europe.....	446,600	2,076,300	1,020,068	5,135,982	1,337,472	6,403,351
Total to Europe.....	7,563,018	36,251,650	10,289,657	53,832,436	11,910,869	55,831,749
Total to all countries.....	11,544,304	54,705,616	15,196,789	75,362,293	16,620,289	75,465,347

During the year ending June 30, 1893, the United States exported to Europe 11,910,869 barrels of wheat flour, as against 10,289,657 barrels the previous year, and only 7,563,018 barrels in 1890-'91. The United Kingdom, as shown in the table, requires by far the largest share of our total exports to Europe, and its annual demand is on the increase. A far greater proportional increase, however, in the demand for American flour is manifested in Germany, whose imports of this article increased from 8,864 barrels in 1890-'91, to 54,277 barrels the following year, and 209,719 barrels in 1892-'93. The Treasury statements for the months of July and August, 1893, show no abatement in the demand for our product in this comparatively new market. During July, 1893, the United States exported to Germany 13,261 barrels of wheat flour, as against 5,242 barrels during July, 1892, and for August, 1893, our exports to that country were 44,650 barrels, as against 15,673 barrels during the corresponding month of last year. It is gratifying to note that our product seems able to compete successfully with Hungarian flour in a market where the latter has heretofore reigned supreme.

## ORGANIZATION OF MILLERS IN THE UNITED STATES.

## THE MILLERS' NATIONAL ASSOCIATION.

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## THE MILLERS' NATIONAL ASSOCIATION.

MILWAUKEE NOV. 11th, 1893.

To Members of the Millers' National Association:

The Executive Committee of the Millers' National Association held a quarterly meeting in Chicago, November 10th, 1893, all members being present. Mr. D. S. Shellabarger, of Decatur, Ill., succeeded President C. B. Cole as representative for the Illinois State Millers' Association in the Board of Directors and Executive Committee of the National Association.

The reports of the Secretary and Treasurer showed that the Association was in excellent condition.

Agreeably to the terms of the Constitution, the Executive Committee at this meeting fixed the basis of annual dues to be collected from members by draft on January 15th, 1894, at \$3.00 per unit of 100 barrels daily capacity. Owing to the fact that the Association now has in hand the defense of fourteen patent suits against members, and that there is strong probability of much more very expensive litigation in the near future, it was deemed best to strengthen the treasury by collecting the full amount of dues provided for by the law.

In regard to patent litigation, the committee found that the defense of suits entered by Wm. E. Lee under his claims on Cockle Separating Machinery was in quite satisfactory condition. The suits against all of the Minneapolis millers did not get upon the fall calendar of the court, and will not come up for trial probably before March, 1894. The appealed suit against C. A. Pillsbury & Co. will be heard in the near future. Mr. Lee has entered no new suits of late. Regarding the suits of J. H. Russell, based upon alleged territorial rights to manufacture and sell Middlings Purifiers under the Geo. T. Smith patents, that against Kendall & Co. remains in *status quo*, not having been called up for argument. The suit against Kern & Son will be tried probably in December, the demurrer which was filed having been overruled by the court in July. No new suits have been entered by Russell, though his attorneys assert that they shall file over one hundred bills of complaint within the next few months. About \$2,000 has been spent in combating Russell's claim thus far, and the end is not yet. In the last two reports to members of this Association reference has been made regarding suits entered in Pennsylvania under the Detwiler Gradual Reduction Patent which, though ably defended by the Penn-

sylvania State Millers' Association, it was feared might give general trouble as the decision rendered by Judge Dallas in May was for the plaintiff. It is gratifying to report that as a result of an appeal by the defendant for a re-hearing, Judge Dallas reversed his finding and thus threw the Detwiler claims out of court. The committee gave careful consideration to the threatening litigation under the Jonathan Mills patent on Flour Dressers, Letters Patent No. 267,098, dated Nov. 7th, 1882, and received reports relative to investigation made regarding the same.

In regard to claims and complaints, progress was reported in the cases of the Alton Roller Mill Co. vs. Louis Redd, of Columbus, Ga., and the L. C. Porter Milling Co. vs. Eph. Hewitt, of Chicago, suit having been entered in the latter. New complaints, arising from unjust cancellation of orders, were received as follows: The L. C. Porter Milling Co. vs. L. A. Conwell & Co., of Philadelphia, and the L. C. Porter Milling Co. vs. T. G. Mathews, of New York City. The Secretary was instructed to prosecute both. Communications were read from Mr. J. M. Bemis and others interested in the subject of the tariff on jute and burlaps, the suggestion being offered that the Association might well take some action toward protecting the interests of members in the framing of the proposed new tariff bill before Congress, in the same manner that it did two years ago, when great benefit resulted. After discussion of the subject, the Committee instructed the Secretary to take steps which seemed necessary or advisable to secure a fair and equitable rating in this schedule of the tariff. The Millers' Tracing Bureau was found to be in a prosperous condition, the service being all that could be desired, and the sub-organization entirely self-supporting in spite of the comparatively meagre patronage accorded by the exporting members of this Association. Respectfully,

FRANK BARRY, Sec'y.

## THE NATIONAL TRANSPORTATION ASSOCIATION.

The National Transportation Association of the United States met in annual session at the Corn and Flour Exchange building, Baltimore, on the 15, 16 and 17th inst.

In the National Transportation Association the following bodies are represented by membership: The Corn and Flour

Exchange of Baltimore the Commercial Exchange of Philadelphia Chamber of Commerce of Boston, Board of Trade of Detroit, Produce Exchange of Toledo, Board of Trade of Indianapolis, Board of Trade of Chicago, the Freight Bureau of Chicago, Chamber of Commerce of Cincinnati, Chamber of Commerce of Milwaukee, the Millers' National Association, the Chamber of Commerce of Minneapolis, the Board of Trade of Duluth, Board of Trade of Peoria, Board of Trade of Louisville, Board of Trade of Cleveland and the National Paint, Oil and Varnish Ass'n.

The delegates in attendance at this meeting were George M. Lane, Detroit; Wm. Young, Baltimore; R. C. Greer, Peoria; E. P. Wilson, Cincinnati; N. G. Iglehart and D. E. Richardson, Chicago; Frank Barry of the Millers' National Association; Jerome Carty, Philadelphia; D. W. Ranlett, Boston; Charles E. Wheeler, Cleveland; O. L. Whitelaw of the National Paint, Oil and Varnish Association; John G. Telford, Louisville, and F. H. Magdeburg, Milwaukee.

On the morning of the 15th inst, the delegates met in the room of the Directors of the Corn and Flour Exchange. Geo. M. Lane, of Detroit, president of the association, occupied the Chair and Geo. F. Stone, of Chicago, Secretary. The morning session was mainly taken up by the address of the president who thanked the Baltimore Corn and Flour Exchange for its courtesy in allowing the meeting to be held in its building.

He spoke of the great and important bodies represented in the association, and referred to the vital relations existing between commerce and the prosperity of the city.

The *Baltimore American* publishes the following account of the meeting:

The association discussed the questions of freight classification, inequality in car service and demurrage. The question of unjust discrimination by railroads along the Atlantic seaboard was also brought before the body, and a committee was appointed to investigate the matter thoroughly and report at the next meeting. The Interstate Commerce Law was discussed and approved, and the members were urged to report to the association any infringements of it that may come under their notice.

The committees on freight classifications, claims and car service reported progress along their respective lines of duty, and were continued in service. The former committee submitted plans of classification differing slightly from those now in use on railroads, which were favorably considered by the association. The committee on car service showed that there was great irregularity in the service and submitted a recommendation that, as the railroads charged demurrage for detention of cars, steps should be taken to have them charged for unreasonable delay in the transportation of commodities. The committee urged this before the association, and it was approved.

Treasurer F. H. Magdeburg's report shows the association to be in a good condition. Mr. Jerome Carty delivered an address on the Interstate Commerce law, commending its worth and work. It was then reported to the association that charges of discrimination by the trunk lines along the Atlantic seaboard, particularly of the terminal facilities at Baltimore, Philadelphia and Boston, had been made, and should be investigated, and the following resolution was offered and adopted:

"That a committee of five be appointed to investigate whether these charges exacted by, or the failure to charge for service rendered by trunk line railroads at certain Atlantic seaboard cities, constitute discrimination under the Interstate Commerce act, and report to the National Transportation Association at its next meeting. Said committee, in its discrimination, shall have authority in the meantime to confer with the Interstate Commerce Commission."

The committee appointed consists of E. P. Wilson, William S. Young, D. W. Ranlett, D. E. Richardson and Jerome Carty.

The chair was authorized to appoint a standing committee of five on interstate commerce, with general powers to act in all cases in the interests of the merchants, and in securing a fair hearing of their complaints before the Interstate Commerce Commission, and present their wants to Congress.

The election of officers for the ensuing year took place: Mr. William S. Young, of Baltimore, was elected president, and Mr. Frank Barry, of Milwaukee, vice president. F. H. Magdeburg, treasurer, and George F. Stone, secretary, were re-elected. The following executive committee were also elected: E. P. Wilson, D. W. Ranlett, Charles E. Wheeler, D. E. Richardson and R. C. Grier.

The last day's session began at ten o'clock. President W. S. Young of Baltimore appointed the standing Committee on Interstate Commerce, as follows: E. P. Wilson, D. E. Richardson, R. C. Grier, Frank Barry and O. L. Whitelaw. Congressman Stover was then introduced, and he made a lengthy address on the interstate commerce law, and transportation in general. He pointed out the strength and weakness of the law, and explained four amendments of the law now pending before the committee. Three of these had been introduced by himself and one by Congressman Patterson, who accompanied him.

Congressman Patterson followed Mr. Stover and explained his amendment, which allows railroads to form pools, subject to the approval of the commission, and to be annulled at its pleasure. In his address he alluded to the Nicaragua Canal, which he said, was of vital interest and importance to the United States, and should be constructed as an American and national enterprise, and not by private or corporate capital.

These speeches provoked some discussion on the part of the members. Mr. E. P. Wilson, of Cincinnati, argued in opposition to the proposed amendment permitting pools by railroads, and said that the present law was good enough if enforced. He said that the government does not enforce it in this particular, and that the law was not regarded by the railroad corporations. Mr. F. H. Magdeburg, of Milwaukee, concurred in Mr. Wilson's views, and said that the system of pooling was only an artificial upholding of rates, and could be prevented if the interstate commerce law was properly enforced. Several members of the association spoke in favor of the railroads' system of pooling, if made subject to the approval of the commission.



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### News.

R. E. HALL is erecting a 60-barrel flouring mill at Rocky Mount, Va.

DAVID BEAM will establish a roller flouring mill at Ellenboro, N. C.

HUNT, CONNOR & Co. will erect a large flouring plant at Catawba, N. C.

THOS. VOLLENS is erecting a new flouring mill plant at Windsor, Ont.

M. F. BREWSTER will put up a new grist mill soon at Irasburgh, Vt.

JOHN NICHOLL is erecting a 50-barrel roller flour mill at Queensboro, Ont.

A ROLLER process flouring mill is to be built at Elkin, N. C., by T. L. Gwyn.

R. D. FLEMING is to establish a roller process flouring mill at Warrenton, N. C.

GREEN & Co., millers, Fort Valley Ga., have sold their business to J. M. Culpeper.

THE roller mill at Rush City, Minn., has been sold to J. F. Ramberg for \$8,500.

CASTNER & Co. are increasing the capacity of their flouring mill at Lincolnton, N. C.

THE new mill at Luverne, Minn., has been completed and is now turning out flour.

AT Voss, N. D., Nov. 8, the Monarch elevator was burned with 20,000 bushels of wheat.

THE Bridgeport Milling Company has started up its new grist-mill, at Bridgeport, Ala.

THE Eugene, Or., flour mills were destroyed by fire Nov. 7. The buildings are a total loss.

A roller process flouring mill will be built at Lexington, S. C., by Jasper Long, of Barr's Landing.

J. S. RUSSELL, flour mill owner, near Athens, Tenn., is reported as having gone out of business.

THE North Branch roller mills at Chatfield, Minn., have been sold to C. R. Madison of Volga, S. D.

THE LYONS Milling Company will rebuild its plant, recently destroyed by fire, at Bower's Mills, Mo.

THE Falls City Milling Company, Wichita Falls, Texas, has been attached and a receiver appointed.

JOHN STODGELL's roller flouring mills, at Mount Eden, Ky., were burned recently at a loss of \$15,000. They will probably be rebuilt.

C. W. HODSON is having plans drawn for a flour mill, which he intends to build at Janesville, Wis.

C. H. GUENTHER & SONS of San Antonio, Tex., will add steam power to their flouring mill in that city.

AT Altamont, Ill., Nov. 23, the Yoeting flouring mill was totally destroyed by fire; partially insured.

MR. M. B. SHEFFIELD expects to put in the foundation for a 50-barrel flouring mill at Pratt, Minn., this fall.

THE Union Roller Mills and Elevator Company will rebuild their plant burned recently, at Gallatin, Tenn.

A STOCK company will erect a flouring mill plant at Danville, Va. W. H. Hill is the secretary of the company.

AT Bolivar, Mo., Nov. 11, the 100-barrel mill of J. B. Hatler & Sons was burned. Loss \$12,000; insurance \$5,000.

AT Pointville, N. J., Nov. 14, the saw and grist mill of Asher B. Parker was burned. Loss \$5,000; insurance, \$2,000.

A 150x40-foot addition is being erected to the Peterborough Milling Company's Blythe flour mill, at Peterborough, Ont.

THE ACKERMAN BROS. Mill Co. of Young America, Minn., have incorporated and will start the mill anew in that village.

THE grist-mill and cotton-gin owned by J. N. Stafford was burned recently, at Pineapple, Ala. The loss amounted to \$10,000.

JOHNSON & HALE, flouring mill, Clinton, Ky., have dissolved partnership, Mr. Hale having sold his interest to E. O. Reid.

It is stated that Burkhardt & Benedict have disposed of their interest in the Stoufferstown, Pa., Flouring Mill to William M. Gillan.

BYNUM & ASHFORD will rebuild their grist mills and gin at Courtland, Ala., which were burned recently at a loss of \$10,000.

O. R. GILLENWATERS has leased and will operate the mill of the Rogersville Flouring Mill Company, at Rogersville, Tenn.

THE Peacock Mill Company succeed the firm of Pierce & Elam, at Milton, Ore. The new company is incorporated with a capital stock of \$25,000.

A project is on foot to build a flour mill at Colville, Wash., with a daily capacity of fifty barrels, and the scheme promises to be a success.

A company will be organized with \$15,000 capital stock.

THE first U. S. census was taken in 1790. There were then less than four million people (3,929,214). In 1890 there were over sixty-three millions.

THE plant of the Union Roller Mills and Elevator Company was burned recently, at Gallatin, Tenn. Loss \$20,000; insurance \$7,500. It will be rebuilt.

THOMAS BERKELEY will build and operate a grist-mill at Gordonsville, and Geo. O. Jones will establish a roller-process flouring mill at Ridgeway, Va.

THE Noel Mill Company, at Estill Springs Tenn., has voted to double its capital stock, and will start up the mill about December 15, with a daily capacity of 2,500 barrels.

ONE hundred years ago the United States imports aggregated \$31,000,000; today, \$866,351,421; one hundred years ago the exports were valued at \$29,109,000; today, \$847,508,024.

A. D. ROGERS, of Huntsville, and Emmet Rogers of New Market have recently finished a flouring mill at New Market, Ala., with a daily capacity of about 30 barrels. It will be run by water-power.

JOHN ATTSEHLER is president and J. E. Brooks treasurer of a company, organized at Horse Cave, Ky., to build a 75-barrel flouring mill on the site of the mill of Withers & Co., which was burned recently.

THERE is some talk of securing "milling in transit" privilege for Birmingham, Ala. The Commercial club is at work on the matter and if the railroads grant the privilege a big grain mill will be at once erected.

A GENTLEMAN from Illinois has offered to erect at once a stone flouring mill of over 100-bbl. capacity, at Pipestone, Minn., provided the city will give him one acre of ground and free water rent for a period of ten years.

THE Farmers' Alliance Milling Co. of Southern Oregon, has been incorporated by S. M. Nealon, J. W. Marksberry, L. J. Marksberry and others, to operate grist mills. Capital stock \$20,000; principal place of business, Centre Point, Ore.

JAMES SWANN, B. S. Clark and others, of Nashville, Tenn., have applied for a charter for the Cumberland Mills. They will operate the three large mills, formerly known as the Union Mills, which were sold recently under a mortgage, and bought by said parties.

THE Litchfield, Minn., mill has been purchased by Messrs. A. H. Weber and R. D. Church, of Chicago. Some improvements will be made in the mill. It will be heated throughout with steam and lighted with electric lights.

THE total production of silver in the world during the last year was placed at one hundred and forty-five million ounces troy, of which the United States produced sixty million ounces, or upward of forty-one per cent of the whole amount.

THE Lone Star Elevator Company, at Dallas and other places in Texas, has been placed in the hands of a receiver on the application of Cockrell Brothers, the principal stockholders. It was chartered two years ago, with a capital stock of \$200,000.

THE Case of A. H. Perkins vs. the La Grange Mill Co., at Red Wing, Minn., for \$5,000 damages for injuries sustained by falling through a hole in the floor of the mill, was decided in favor of the plaintiff, giving him \$2,500. The case will be appealed.

FOR a consideration of \$350,000, Inman, Swan & Co. of Nashville, Tenn., have conveyed to the Cumberland Mills, the flouring mills in that city known as the Union Mills. It is expected that the new purchasers will put the mills in operation at an early day.

THE Kidder Milling Company has found it necessary, on account of increase of business, to enlarge its plant at Rosedale, Kans. A large addition will be built to the mill, and its capacity will be doubled. The addition will be completed and ready for operation by January 1.

THE highest smoke stack in the United States is probably that recently built for the Fall River Iron Co. From the top of the granite foundation to the cap is 350 feet; the diameter at the base is 30 feet; at the top 21 feet; the flue is 14 feet throughout, and the entire structure rests on a solid granite foundation, 55x30x16 feet deep.

A LATE report from West Superior Wis., is to the effect that Messrs. O. Rasmussen and A. L. Rood, of Austin, Minn., are negotiating for a site in that city, for a 5,000-bbl. flour mill. Liberal inducements are being offered, and, if a deal is consummated, the piling will be done this winter and the superstructure will be built in the spring.

THE Van Dusen elevator at Redwood Falls, Minn., was burned Nov. 5. It contained 15,000 bushels of wheat, 4,000 bushels of flax, 1,000 bushels of oats, and 250 tons of coal, all of which were destroyed. Total

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### PAPER AND JUTE FLOUR SACKS.

loss \$10,000; insurance small. The Van Dusen company has purchased the elevator of C. W. George for a consideration of about \$3,000.

THE way to find the gold value of the silver dollar when the price of silver per ounce is given is to multiply the market value of silver by  $77\frac{1}{2}$ ; this gives the gold value of the silver dollar. The factor  $77\frac{1}{2}$  is the result obtained by dividing 3714, the number of grains of silver in a dollar, by 480, the number of grains in a troy ounce.

WILLIAM LISTMAN has sold his stock in the Listman Mill Company at La Crosse, Wis., and will move to Superior soon, having transferred his interests to that city. The Hixons have purchased his interest and Geo. R. Smith of Minneapolis is the new manager. W. L. Hixon is the secretary and treasurer, which includes all the changes that will be made.

The mill of Louis F. Patterson, located about two miles west of Uniontown, Pa., was struck by lightning, Oct. 22, during a heavy rain-storm and burned. R. F. Moore, was in the building and was stunned. The lightning left the building and followed a wire fence about 200 yards, where it left the fence killing a lot of hogs. A son of Moore, who was struck by lightning sometime ago, was paralyzed in his chair, and is in a critical condition.

At Fergus Falls, Minn., Nov. 15, the Page flouring mills, the 120,000-bushel elevator containing about 40,000 bushels of wheat, the cooper shops, warehouse and a large amount of stock, were burned. The loss on mill and elevator is \$75,000; on wheat and stock \$25,000. Insurance on the mill \$25,000; on stock, \$22,000. The business was in the hands of C. D. Wright, assignee, and was leased by the Geo. Tileston Milling Co. of St. Cloud.

THE great artesian well at Chamberlain, S. D., attracts wide-spread attention. It is beyond question a great well, not only on account of its enormous flow of from 5,000 to 8,000 gallons per minute, but for its fine water-power. It now runs both the 150-barrel Chamberlain roller mill and the electric light plant of 600 lights, using 95-horse power, and gives the steadiest power that can well be imagined. The cost of running the mill when coal was used was estimated at \$1 per hour for every hour that the mill was in operation; with water power the saving will pay for the well in a little over a year, when the power will not cost a cent.

THE FIRE LOSS of the United States and Canada during October, as esti-

mated by the New York Journal of Commerce and Trade Bulletin, amounts to \$11,014,700. This is over \$2,000,000 less than the sum chargeable against the same month in 1892, but the year's record so far exhibits an enormous increase of the first ten months of 1893.

That this increase is an important one is demonstrated by the following comparative table, exhibiting the losses by months:

	1891.	1892.	1893.
January...	\$11,230,000	\$12,594,900	\$17,368,400
February...	9,226,500	11,914,000	9,919,800
March.....	12,540,750	10,648,000	18,662,350
April.....	11,309,000	11,559,800	14,669,900
May.....	16,680,385	9,485,000	10,427,100
June.....	8,587,925	9,265,550	16,344,950
July.....	9,692,200	11,530,000	12,118,700
August...	9,055,100	10,145,300	13,222,700
September...	10,638,200	7,879,800	10,508,700
October...	13,249,300	13,249,300	11,914,700

Totals...\$109,444,050 \$108,241,550 \$132,847,400  
 During October there were 212 fires of a greater destructiveness than \$10,000 each.

#### LITERARY NOTES.

MRS. CLARA DOTY BATES has written an article for the November *St. Nicholas* on "The Children of the Plaisance," with pictures of most of the interesting children in the "Midway" at the World's Fair.

THE Christmas number of *Harper's Magazine* will be noteworthy even in the history of that periodical. It will be profusely illustrated. A sympathetic study of "The Old Dominion," by Thomas Nelson Page, and a contemporary view of "The House of Commons," by Thomas Power O'Connor, are among the attractions of the number. It will contain nine short stories.

*Harper's Bazar*, issued November 18th, will contain: A paper on the Music of Norway, by Aubertine Woodward Moore; "Dressmaking for Amateurs," by Georgina Peil Curtis, the first in a series of three papers, all practical and minute, and fully illustrated by the author; and "The King's Garden," by Louise Seymour, an article on work among tenement house children by the Tenement House Chapter of the King's Daughters and Sons.

THE November *Century* will contain the first part of Charles Egbert Craddock's two-part novelette, "The Casting Vote." It will be illustrated. Mark Twain's novel, "Pudd'nhead Wilson," will begin in the December *Century*.

ONE of the most interesting features of the forthcoming November *Century* is said to be a story from real life by George Kennan entitled "John Henderson, Artist." It is a psychological study. The same number will contain an article on

"Fifth Avenue," New York, by Mrs. Schuyler van Rensselaer with ten illustrations by Childe Hassam.

THE leading feature of the Review of Reviews for November is its presentation of the "Possibilities of the great Northwest," in an article by Mr. S. A. Thomson, and in a supplementary article by Doctor Emory R. Johnson, upon "Inland Waterways for the Northwest." Mr. Thompson, as secretary of the Duluth Chamber of Commerce, has for several years been actively engaged in searching out and applying effective means for bringing the great states northwest of the Upper Mississippi, and the great Canadian provinces belonging geographically to the same region, into closer communication with the rest of the North American continent. He is therefore able to write with an enthusiasm born of intimate knowledge of the subject and supported by very important and surprising statistics. Dr. Johnson is lecturer on Transportation in the Wharton School of Finance and Economics, University of Pennsylvania, and has recently published a monograph upon "Inland Waterways." Dr. Johnson particularly emphasizes the importance of canal and river transportation as a means of lowering railway rates, and he finds a very large social as well as economic influence resulting from the extension of facilities for shipping and for personal travel. These two articles suggest a future of almost unimaginable growth for the great Northwest. Each article is fittingly illustrated.

THE complete novel in the December number of *Lippincott's* is Sergeant Crescus, by Captain Charles King. It is one of his most interesting tales of army life and Indian fighting in the wild West, and makes a new departure in having a private and a foreigner for its hero.

The tenth and last of *Lippincott's* Notable Stories, "When Hester Came," will be found to be one of the very best, as it is the longest, of the series. It is by an entirely new and very promising writer, Mrs. Bride Neill Taylor, of Texas.

Another story of marked power, at once striking, delicate, and pathetic is "In the Camp of Phillistia," by Virginia Woodward Cloud. "A Dream in the Morning," by Alice Brown, is a brief and beautiful sketch of a soul's undying devotion in the future life.

THE Journalist Series is continued in "A Newspaper Sensation," by Louis N. Megargee, who tells of "a clever capture" which greatly discouraged grave robbing in a certain

region. The facts will be remembered by many.

J. N. Ingram gives the history of "The Australian Rabbit-Plague." Wilton Tournier tells "How to Cultivate the Body." Edgar Fawcett writes of "Literary Popularity," and M. Crofton concludes his series, "Men of the Day," with sketches of Professor Huxley and Luigi Ardit.

The poetry of the number is contributed by Mercy Hart, Margaret Gilman George, and Nannie Fitzhugh Maclean.

#### THE PANSY FOR 1894.

THE November number enters upon a new year, and announces many new and important features. There will be, each month, a special department devoted to the work of the Christian Endeavor Society; "Our Christian Endeavor Bulletin." Mrs. G. R. Alden (Pansy) will have as contributors to this new department the best talent to be secured among the prominent workers in the Christian Endeavor field. Rev. Tennis S. Hamlin, D. D., will contribute an article on *The Immediate Future of Christian Endeavor*, to be followed by articles from the pens of other workers equally prominent in the cause. There will be the latest news of Christian Endeavor movement all over the world, and the most helpful and most progressive papers by *Christian Endeavor Specialists* that can be procured. The other departments of the magazine are to be broadened and enlarged by some material changes. One is the department of "Athletics and Indoor Games in the Family Circle." Mr. A. Alonso Stagg, the famous Yale pitcher, will contribute an early paper, to be followed by experts in physical development. Pansy (Mrs. G. R. Alden) has a new and fascinating serial, "Vira's Motto," beautifully illustrated by H. P. Barnes. Margaret Sidney, according to request, will contribute the second series of her "Golden Discovery Papers" that obtained such favor. Elizabeth Abbott, author of the "American Literature Papers," which attracted so much attention last year, will furnish "Greek Literature Papers." The "Missionary and Foreign Fields of Labor" will have special places. There is the new department called "Daily Thoughts," composed of daily readings for the Christian Endeavor Societies. "The P. S. Department" retains all its former strength and vigor. The "Reading Circle" has been enlarged to suit its growing demands. 10 cents a number; \$1.00 a year. D. Lothrop Company, Publishers, Boston.



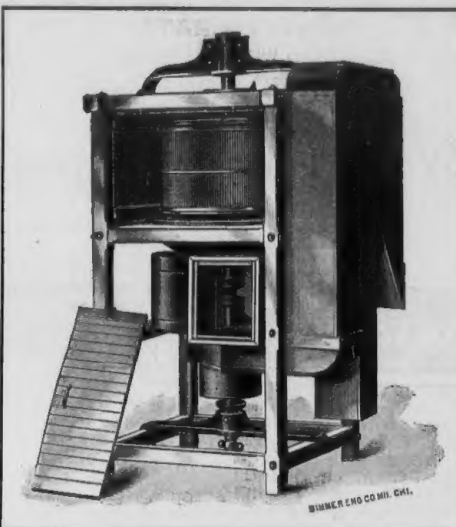
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We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

## Editorial.

ACCORDING to a very recent report of the American consul at Frankfort, Germany, the trade difficulties between Russia and Germany gives the United States an advantage of about one dollar per barrel on flour over the Russian produce. The consul thinks the present a very opportune time to urge the sale of our flour in Germany.

THE E. Sanderson Milling Co., Milwaukee, advise us that owing to their large and increasing business, they have found it necessary to add to their executive force an officer to be known as general manager, and that the office or title will be held by Mr. J. W. Heywood, late of Minneapolis. We are informed Mr. Heywood is thoroughly conversant with the milling business, operatively and commercially, and is a capable man, in every sense of the word, for his present position.

A FOREIGN subscriber desires the address of the mills and millers mentioned below. If the parties who are named or who operate the mills named will send their proper address to this office we will forward same to the inquirer:

Thompson & Co.  
"Maryland Mills"  
"Baltimore Mills".  
John Hoffer's Castilla Mills.  
Robert Crooks & Co.  
Pennsylvania Mills.  
M. B. Simpson  
J. D. Cruden.

MR. FERD. C. KOECHLIN, of The Hague, Holland, made us a very pleasant visit recently. The gentleman's father, Mr. E. Koechlin, is of the firm of Nicola, Koechlin & Co., proprietors of one of the leading and oldest flouring mills in Holland. They do a large business with flour exporters of this country in the way of purchasing our production for the purpose of mixing with that made at their own mills. Their purchases of American flour amount to fully 400,000 barrels yearly and this amount will be steadily increased, from present indications.

The mill of the firm is advantageously located on the canal leading from Rotterdam to Amsterdam, and they take pleasure in utilizing all meritorious modern improvements in their plant and in keeping on an even footing with other progressive European millers.

The object of the present visit of Mr. Ferd. C. Koechlin is to investigate and study the American system of milling and to that end he intends finding employment as an operator in some mill where he may, in time, become conversant with the methods from practice. We understand it is his intention to seek a position somewhere in the Winter Wheat section as the experience obtained would be more applicable to the work carried on at his home.

Mr. E. Koechlin, at one time, owned a 1,000-barrel mill at Alsace, but, about the year 1878, for reasons of a political nature, he left there and has, since then, concentrated his business in Holland.

Our visitor has our best wishes for his success in the undertaking he has set out to accomplish.

ALL classes of dealers in wheat are mentally considering the important question—is there no end to the downward tendencies of breadstuffs? The present price of wheat is the lowest ever known and the visible supply of that cereal the highest, at this season of the year, notwithstanding the reported short crop of 1893. Is this reported short crop a fact? Will it not be proven, in good time, that the wheat crop of 1893 will show an outturn of 550,000,000 bushels

or over? If not, why are all the markets of the world groaning under their immense stock of flour and wheat? Just think of it! Chicago going into "winter quarters" with nearly 20,000,000 bushels of wheat in her storehouses and no demand for it, except as a basis for making big interest and carrying charges—every exporting seeming anxious to supply importing countries with more than needed, at the best bid obtainable, and yet, statistics issued by our agricultural department, supposed to be as near the facts as possible to obtain, under the present system of calculations, would make it appear that this country is *drained* of its surplus breadstuffs; that, in fact, we are short a hundred million bushels or more, of wheat, while our present visible supply is nearly 70,000,000 and the invisible continues getting larger. Evidently, one of two things is necessary to prevent the mistakes that have prevailed on the crop reports of this country since the compiling of same was undertaken by the Agricultural department. There should be an entire revision of the present methods of obtaining results or an abandonment, by the department, of this duty, until all obtainable data is at hand for making a report having a foundation upon which it can stand and be entitled to respect in foreign countries as well as in our own. To do this, we believe the better way to be for each state to furnish the data by townships to the government department.

We do not believe the present home consumption, per capita, figured upon the entire population of 65,000,000 is correct. We do not consume 400,000,000 bushels of wheat, in the way of bread, in this country per annum. In this item alone may be found a large amount of our present unaccounted for surplus. The consumption of wheat by our domestic animals this year, by reason of its cheapness, will go far towards equalizing the generous per capita estimate in next years basis. There certainly can be no reason why our crop statistics, showing production and consumption, can not be arrived at to almost a certainty, but, so long as "old foggy" methods are continued, just so long will they be unreliable and a source of many disappointments.

## FLOUR TRADE DURING OCTOBER.

The flour trade in the United States and Canada was only moderately active during October. Millers, as a rule, have had more confidence in the market, and were manufacturing quite freely, but buyers in the large consuming districts were quite conservative in their views, and not disposed to materially enlarge their supplies, consequently sellers have larger stocks on hand at the close of the month.

There is general complaint of small profits, but millers are hopeful of a more lucrative business during the last half of the year, when the large "visible supply of wheat" may be reduced substantially. Prices were a little more favorable to sellers early in the month, but toward the close concessions were granted in order to reduce stocks.

In new England trade was quiet and slow. New York millers report only a moderate trade. In Pennsylvania and Maryland, business in a general way was restricted, and chiefly to supply local wants. In Virginia and West Virginia, trade dragged considerably, with some accumulation in supplies. In Kentucky, trade was fairly active, though mainly in the way of filling small orders. Millers in Tennessee reported a fair business. In Texas, millers reported a moderate business on very small margins, and orders chiefly on domestic accounts.

In Ohio millers reported a fair local and a moderate export trade, with orders generally for small quantities. In Michigan, a fair trade was reported, but complaints of unsatisfactory prices prevail owing to sharp freight competition with the northwest. Millers in Indiana reported trade rather slow—fair local orders, but export inquiry moderate. In Illinois a fair business was reported in the way of filling small orders. Some export inquiry at the larger markets, but only for moderate quantities in connection with special freight rates. In Missouri trade was fairly good.

Kansas millers reported a moderate trade on close margins. In Iowa and Nebraska, a fair trade was reported, chiefly to provide for moderate orders on local account. Wisconsin millers sold fair quantities to supply local wants. In the Northwest a fairly active business was reported, and manufacturers were shipping freely to take advantage of the lake route before the advent of cold weather. In Colorado and Utah trade was fair. Reports from the Pacific coast indicated a moderate trade. Advices from Canada reported only a fair business.—Chicago Trade Bulletin.

## Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

### NEW YORK.

Stagnation and Depression Still—The Lowest Prices on the Crop—Too Much Stuff, Too Little Demand—Lighter Receipts Alone Can Advance Prices—Is the World's Shortage Overestimated?—Changes in the Flour Trade, Duluth Versus Minneapolis—The Outlook for Better Prices.

ONE would suppose that there is neither bottom nor resurrection to the markets for flour and wheat. Stagnation and depression have settled over them like a pall that it seems impossible to lift. Month follows month, without signs of relief and stocks pile up in sight till one doubts the whole world's statistics of a short crop. Receipts in the winter wheat sections have not fallen off as expected; while those in the northwest have simply dumbfounded the Bulls. Prophecies of a "falling off in northwestern receipts" from week to week for nearly a month have been the only Bull tonic the market has had since the repeal of the silver bill, which was expected to boom wheat and failed. The reason is obvious enough; there is not enough speculation to take the enormous amount of wheat in sight and Bull it, simply because it is cheap, in anticipation of a shortage which, at best, can scarcely be felt before the end of the crop year. Besides, the continuous outpour of wheat, especially from the northwest, has shaken what little confidence there was left in the government estimate of the crop. Either there is more wheat in the country than indicated by the two last years' government figures, or the farmers are marketing the biggest proportion of their crop, in the first half of the crop year, on record.

#### WHEN WILL SUPPLY DECREASE?

Hard times, no doubt, have made this true to some extent; but it can hardly be believed that the whole farming population is so impoverished as to compel them to part with such an unusual proportion of their crop at such unusually low prices, in such an unusually short crop year. Skepticism is now a most important obstacle in the way of any improvement in the markets for flour and wheat; and nothing but a radical and permanent falling off in the movement will remove it. When this is done, as most expect it will be by the close of navigation, at farthest, then it remains to be seen who has faith enough in the future of prices, to buy this mountain of wheat and hold it and pay present carrying charges, until stocks in Europe shall be reduced sufficiently to require re-

plenishing from our big visible supply. When faith is found then the money to back it must be found also; and, this is undoubtedly a very short crop year for money, in spite of the idle millions piling up in New York banks, because those who have it have not yet faith enough in anything, after the shaking up, or rather down, of values by the silver panic. If, therefore, the speculator and capitalists alike are unwilling to take wheat and hold it until the crop shortage begins to show, there is nothing to do but sit down and wait until the world eats up enough of this huge visible, to reduce supply within the limits of the present reduced demand, the world over, by reason of hard times. In other words, demand must catch up with supply, before any material advance in present prices of wheat and flour can be looked for.

#### WHEN WILL DEMAND OVERTAKE SUPPLY?

When this will come, is a conundrum no one is yet long-sighted enough to answer, any more than when supplies will decrease. The time for the latter has been set so many times in vain, like the coming of the millenium, that no one, with any reputation, dare risk it in a blind guess of when Europe will have depleted her native crops and import stocks, sufficiently to become free and steady buyers of our wheat and flour again. The Unknown Quantity in the problem of every year's world's supply is the Russian crop; and this is more unknown than ever, this year. But shipments from Russian ports of 6,000,000 bushels, week before last, was enough to indicate that there is plenty back, while the crops of continental Europe seem likely to turn out in excess of estimates as well as in this country. It is the general opinion here, from advices, both from the U. K. and continent, that there will be little if any revival of export demand for our wheat or flour until after the new year, while few predict it before February. By that time, the crops of the southern hemisphere will begin to be offered in the European markets, as well as from Black Sea ports for the opening of navigation. As for American wheat, it is understood that Europe will only take it, especially from the Atlantic coast, when she cannot get what she wants elsewhere; for the reason that other countries always undersell the United States, not having the speculative machinery to carry it; while other wheat exporting countries take European goods in payment to a larger extent than the United States. Hence we always have to hold the

bag while other countries fill it, and if they have not enough to do it, then we can supply the deficit. Hence it will be seen that there is not such a "cinch" for the capitalist to buy this cheap wheat and hold it for higher prices as supposed.

Prospects of higher prices are generally believed to be good, however, in the trade, and everybody has a little, waiting for the advance to come. In fact, this belief has led to a good deal of investment demand for wheat the past month. One city mill bought early in the month some 3,000,000 bushels of choice wheat, of which about half was No. 1 Northern and half of the other half choice red and No. 1 hard spring each. This was said to have been hedged by the options sold against it; but it is believed in the trade here, that a considerable part of it was bought outright in the belief that it was a safe investment. The market now, however, is considerably lower than when these purchases were made, which show a loss, unless "hedged." Besides this, about one and a half million bushels No. 1 hard Manitoba wheat has been taken, to arrive c.i.f., by the close of navigation, at  $3\frac{1}{2}$  cents on the December option, by shipping and receiving houses, to hold until European millers shall want it enough to pay them its relative value over our best milling wheats, than which it is far superior, but which cannot be used by American millers, though they need it badly, because of our beneficent tariff, which enables English millers to get this wheat at only  $\frac{3}{4}$  cent per bushel over our No. 1 Northern, and  $1\frac{1}{2}$  cents under our No. 1 hard spring, although good judges say it is worth  $1\frac{1}{2}$  to 2 cents per bushel more than the latter for milling. This is furnishing the cudgel to English millers to beat American millers out of their market with.

The flour market has been a dead and alive affair for most of the month. There was a little spurt early in that period, on the idea that both wheat and flour were going to do better after the Repeal Bill should pass, and the trade, as well as shippers, anticipated their wants, and when the bill passed there were more sellers than buyers of both, and prices have been receding slowly ever since. But the Minneapolis mills got left on that spurt by holding prices higher than the Superior and Duluth mills, which anticipated the closing of lake navigation, when they would be placed at a disadvantage with Minneapolis, by selling their entire product for that period, thus filling up both the home and export trade, while Minneapolis held the bag until it was too late to get in, although they let their prices down below that at which the Superior and Duluth

mills cleaned up for the winter. That is, the Superior and Duluth mills sold their product to the close of navigation at  $\$4.10@4.25$  down to  $\$4.00@4.10$  for their patents, while Minneapolis held at  $\$4.15@4.35$ , and have been trying to sell them the past two weeks or more at  $\$3.90@4.00$  for standard brands and can only peddle them. In this connection, there has been "a terrible tempest in a tea pot." It occurred in this way: The *Journal of Commerce* and *Commercial Bulletin* innocently alluded, in its flour market report recently, to the fact known by everybody in the trade, that these Superior and Duluth mills were taking away the trade from the older and better known Minneapolis mills by selling a better flour, made of better and cheaper wheat, out of which they took a smaller percentage of patents, for which they were able to obtain, from the New York trade, as good prices as the latter. This simple statement of a fact, recognized by the trade for the last three months, was like a red rag to the agents of the Minneapolis mills, and they raised upon their hind legs and "stopped their papers" and some even threatened alibelsuit. But the editor of that paper smiled and replied that it was its business to give the facts to the grocery trade of the country, which rely upon its reports for the market; and, that it could not withhold them because of individual interest that might suffer. Thereupon, these "stop my paper" champions of the Minneapolis millers appealed to their principals in that city.

A conundrum, in the following words, was given the New York agents of the Minneapolis mills by the "Bulletin man," which has not yet been answered: "If the above statement is not correct, how does it happen that all the Superior and Duluth mills have earned dividends, the past year, and one as high as 20 per cent, while most of the Minneapolis mills passed theirs?" Echo still answers, Why? Thus ended this cruel war, and all is peace once more.

Our city mills are having a slow time also, as well as the Western, yet they are able to keep prices up better, as most of their trade is on their brands which are also of a higher standard than the Minneapolis mills, which they outsell among the city family trade, excepting only one brand, and even this is giving way to their city blended flours. But these mills are still having a walk-over in the feed market at  $75@80c$ , at which they are able to hold the bulk of both the local Eastern and export trade. Low spring flours, for feed, are also in good export demand and are steady, as are low winters, but all others



are dull, weak and at bottom panic prices.

Rye flour has slid down with wheat to \$2.80@3.00, while buckwheat flour is scarce and higher than a year ago at \$2.50 @2.80 per 100 lbs., and not enough is coming here to supply the trade. Corn products have been easing off also with corn on more free offerings of new crop, which is moving earlier than usual and in better condition.

NEW YORK, Nov. 12, 1893.

### BUFFALO.

**M**ESSRS. MCINTYRE & WARDWELL, of New York, have established a branch office in the Board of Trade building, taking the front occupied by the Wrights since 1893. They will conduct a general brokerage business. This is a solid house and has long been favored with the best trade in Buffalo at the New York end of the route.

Mr. Fred. McMullen has succeeded to the business of Simons & McMullen. For the past 30 years Mr. McMullen has been with S. A. Simons, during the last 8 years as a partner. This firm is widely known for straight forward, honest dealing, and has numbered among its customers several of the largest millers in Rochester and smaller milling points throughout the state. As shippers of grain they have given great satisfaction. Mr. Simons retires on account of ill health. Thirty years ago he was a miller in Oneida County and during his life has witnessed the rise and fall of the buhr stone mill. As judges of grain the members of this firm have been considered among the best in this market and every year found one of its members on the Grain Inspection Committee of the Merchants Exchange.

Canal forwarders undertook to break freights on grain below 5 cents, to make good their losses, but boatmen could not see it in that light and formed a combination against their agents, which for once seems to have been a success. They have made money this season and grown strong but would have made more if the "scalper" had not taken wheat at less than 4½ cents any time this season. For years the boatowner has been kept in subjection by mortgages held by the forwarders. Now he can pay all claims and is rightly independent.

The blockade at this port last month furnishes another instance of certain peculiarities in the Buffalo grain business. Certain receivers will patronize one house all season and snub all other managers, no matter how favorable the conditions offered. But when the pinch comes, like that of October 22

and 26, what an infernal racket they kick up, because the ignored elevators refuse to look at them. This left one of our largest vessel brokers in a bad plight. Some cargoes were in the creek fully a week while other vessels were getting quick dispatch, Canadian craft with wheat from Fort William claimed damage and got it too.

Everybody wants grain in good houses and about all the room of this kind has been taken for winter storage. Buffalo elevators will have more grain this year at the close of navigation than ever before. New York elevators are full and canalers expect to be able to hold their last loads on reaching New York.

The passage of the silver repeal bill broke wheat 3 cents and stocks tumbled over each other to get down to bottom prices. Traders expected to see prices go higher than the moon as soon as this bug-bear was out of the way. That's where Chicago fooled them again, and as usual, gathered in a rich harvest of "suckers." The short interest in stocks accounts for their decline.

All the members of the Exchange having seen the great show at Chicago, some attempt was made to settle down to business. For the first week they had a serious time of it, but after election they worked along smoothly enough. Spring wheat was the article wanted and Buffalo millers took on quite a load to last through the winter. Corn was generally dull and it was most difficult to move the track receipts of new, although of excellent quality and low price. New corn has never come to this market in better shape than this season, being dry as a bone and sound.

Winter wheat has been dull and about 2 cents under No. 1 Northern for No. 2 red. Millers would not pay above 64c for No. 2 red and 66c for No. 1 white. There is enough state wheat offered at the country mills at these prices to supply the demand.

Election is over and it has been a great surprise to everybody, except the Home Rule democrats and Mr. George Urban, the leader of the Republican forces in this county. He predicted a slaughter, although his followers were confident victory would perch on the banners of the faction "wid de barrel." Well, banker Sandrock was snowed under and his fellow banker Charles A. Sweet, of the Third National, with him. Sheehan democracy was too much for them.

But the sorest man is the miller with the sunset whiskers. While disclaiming all interest in politics he adorned his office wall with a portrait of George Sandrock under which he had inscribed: "Our Next Mayor."

It is rumored that if Sandrock is elected the chaplain expects to be a Park Commissioner. There is a heap of fertilizers used in Buffalo parks.

The Eastern Elevator is far from completion although the contract date is a month past due. Sunday and all night work did not rush this elevator in time for winter storage. The managers might better take a little more time and have a good job made of it this winter and thereby avoid the usual accidents to which new houses are liable.

A few years more and the old time canal schooner will be seen no more on our lakes. The last storm thinned the ranks of this craft to the number of seven. The model of the sailing ship of the future will be the Mary McLachlin, built, I believe, by that veteran ship architect, Capt. James Davidson. She looks like a vessel of 70,000 capacity but carries 100,000 bushels of corn easily.

A peculiar feature about this year's crop of spring wheat is, that No. 1 hard is not worth more than 1 cent above No. 1 Northern and sales were made at only ¼c difference lately. Millers claim that No. 1 Northern is equally as good as No. 1 hard for milling purposes. That top grade might as well be abolished now for it certainly will in a year or two.

When December wheat in Chicago was down to 62½¢ a month ago, spring patents were selling at \$3.85—\$3.90; to-day \$1.00—\$1.06 is easily obtained, although millers report trade quiet. The local trade keeps up its figures to \$5.00 for patent spring and \$4.25—\$4.50 for winter. A large amount of Michigan and Ohio flours have been sent to this market, probably on commission, but met with exceedingly slow sale, although offered at much lower than the regular price. A trial or two seems to satisfy everybody that it is not worth the difference in price.

Mr. Robert Newell, Buffalo's only real grain broker, is gone on his annual duck shooting trip. 'Bob' has worked hard and made a success of it; without him there is no life in the business and his many customers, who have done little or nothing since he left, wish him back again and damn the ducks.

Mr. S. S. Guthrie has not been on 'Change in a month and, from last reports, is not much improved in health.

John P. Weld, the great apostle of Jeffersonian democracy, gets here from his big country mill occasionally and gives the boys a few points how things are going. A. R. James, who is a "bosom" friend of his, converted him into a genuine Home Ruler on his last trip. That is, James thought he did, and from the small majority

given the Republican ticket in Oneida county, it is safe to say that miller Weld did his best to keep his column in line for Tammany.

Mr. John P. Weld is apparently 'as young as he used to be.' Thirty years ago he was the heaviest country buyer on central wharf. The younger generation of traders, now on 'change, never dream of the halcyon days of that time and do not exhibit the Yankee get-up-and-get that was necessary to keep a miller in trim.

There are very few of the old faces of 30 years ago left on 'Change now and they are rapidly dwindling. Among a big gathering last week the only ones were George Sandrock, N. C. Simons, Daniel E. Newhall, S. S. Brown, Wm. Meadows, M. L. Crittenden and E. W. Eames. Nine left out of all that grand old crowd of real gentlemen traders. Not all of these would date back thirty years but they are all of the numerous tribe driven from the dock at the foot of Main street to seek shelter in the new home away up town.

On their own stamping grounds there was no "eights," or sharing of sixteens; no petty jealousies, as I understand now exist among the grain trade. A straight cent was charged and paid honestly; no rebates from insurance agents or elevators, no monkey money whatever.

It will not do to go into details of the superiority of the old style of grain merchants over the young fry but some day I will compare them and also give a history of the grain trade of Buffalo some 50 years ago, when boys were boys and men were men.

New York owners of c. i. f. Duluth wheat raised the devil with this market for a few weeks after canal rates advanced to 5½ cents. There was plenty of wheat offered here ½ to ¾ under the Duluth limit during that time and our millers were ready to take advantage of this difference but objected when the stuff was in port or too close by.

Northwestern corn is again being offered here in fair quantities and it takes the place of the Toledo corn which kept the market very unsettled from July to September. It is about of the same quality and although grading No. 2 or No. 3, appearance is decidedly against it. For all practicable purposes it might be as good but it is noticeable that the Chicago corn takes best at 1c to 2c advance on account of its brightness and larger kernel. Besides these objectionable points, corn from the Northwest is apt to get out of condition, after reaching Buffalo, in spite of its grading. More care seems to have been taken with last years'

crop but it has the same sickly appearance of past years.

Mr. Charles H. Gibson is noted for his kindness to those in his employ, since he first started in the grain business, some 40 years ago, and many an example has he taught his fellow members. His way of living is a constant reminder of little Jimmy Timm's observation, "God bless us every one." He has but to ask a favor and the giving of it is a pleasure. This noble character came out strong a few days ago when the announcement was made of the coming marriage of one of the minor employees of the Exchange.

The regulars on 'Change had been called upon frequently of late to contribute to one thing and another, and had become a little tired of it. Therefore, the paper was put in the hands of Mr. Gibson. In less than two hours he had finished the task and secured enough to set the young man up in house-keeping.

Rochester millers are a queer set if all the reports regarding the way they do business are true. According to a miller here the miller on the Genesee cares little about the condition of trade. They figure on so much per barrel profit and keep it up on that line, no matter how the financial wind blows. As one Rochester miller put it, to a Buffalo brother: "We don't know what we have made after the flour is sold and care less, but we find at the end of the year that the business has flourished as well as if we had figured it out as carefully as you millers do every day. Life is too short to worry over this milling business. Perhaps the country miller is right and things do even up during the year; but is it not a slipshod method of doing business in this century?"

Mr. Harvey went to the Fair, Mr. Henry staid at home. Tom Ryan's elevator, down the Niagara river, has caused more accidents to vessels unloading there than all the houses in the Buffalo river, combined. How long vessel owners will be foolish enough to take cargoes there will depend upon rate paid. One thing is certain, they cannot afford to deliver grain at that place at the same price charged to Buffalo houses. Shortages are frequent, and, besides canal boats are paid  $\frac{1}{4}$ c extra to go down to that house. There is more money in the business of that elevator than is apparent on the surface or Ryan will have to quit.

The "Grasshopper," as the floating elevator is called, has done an immense business during the past month. Like Ryan's, however, boatmen demand  $\frac{1}{4}$ c above the regular rate to go there. Bonded grain has been

sent to this box whenever convenient as it did not matter how much Johnny "Cannuck" kicked about slow elevation.

Active preparations for the rebuilding of the burned Coatsworth elevator have commenced. The site has been cleared off and before the opening of navigation next year a new elevator will be ready for business.

The control of the Lackawanna road by the New York Central system will be a great convenience to Buffalo shippers. Three houses on the creek were only Lackawanna houses and now these will be accessible to Central cars. The Wells, Wilkeson and Bennett will be as good as the best elevators on the creek. It is a death blow to the Erie road but nobody will mourn on that account.

The Albany-Philadelphia collision was the most disastrous of the season. The Star & Crescent mills of Chicago, and Milwaukee millers lost a considerable amount of flour.

A circular has been issued, signed A. J. Wright, announcing that "We" have removed from the Board of Trade building to the Erie County Bank building. There are but three classes of individuals who call themselves "We." Foreigners, editors and men with tape-worms. As A. J. can not lay claim to belong to the first or second, he must needs be in the third class.

Buffalo is dead. There is no such place as Buffalo. The great Northwestern old woman has killed Buffalo. Sad isn't it. No more shall we see Buffalo mentioned in the tea-pot organ; its correspondent has been shattered with a fire-cracker. Not a line from one of the most important milling centres in the United States has been found in that paper for three months, and still we live. Like the good old Methodist hymn, and to get in a bit of "short line," we will give something like it:

We are yet alive  
And still we do rebel,  
What wondrous, amazing grace  
That you are not in hell.

The above little gem is not written to order nor is it dedicated to Loring, Coombs, Martin or Urban, but the documents to prove that it is about the way Buffalo millers feel toward the Northwestern tea-pot, may be obtained on application to the undersigned.

In past letters it was predicted that Mr. Urban would hear from the Northwestern in a short time and here you are. There will be more to come but I advise caution.

To use a favorite editorial expression in the Northwestern, "don't monkey with the buzz saw," Fr. Barry and Sh. Seamans can enjoy the weekly fool talk in the Tea-pot but not so our Buffalo millers. They have

enough of this school boy argument and want business in a milling paper for which they are annually begged to subscribe and bulldozed into contributing a few hundred for an ad.

It's time to buy a little wheat and put it away, forgetting you have it on hand. In two months the profits will be worth looking at.

TAURUS.

## DULUTH.

THE mills at the head of the lakes have been, during the past few weeks, engaged in breaking records. Whatever the causes may be, and there are probably several, there has been a decided spurt in business, and pronounced activity marks the situation all along the line. The long delayed action of the Senate in repealing the purchase provision of the silver statute, has had in some measure a stimulating effect on business generally, and the wheat and flour traffic holding very close and sympathetic relation to the monetary affairs of the country, is quick to show its appreciation of the relief. The result of the recent State elections was also bullish in its tendency and these two factors, coupled with the fact that it was about time to resume business anyway, by virtue of general commercial laws, have brought about a more healthful tone and hopeful out-look.

In this corner of the country, where more wheat and flour are handled than at any other point in the north-west, the iron business is paramount, and whatever causes bring about a better condition of things in that business, help, directly or indirectly, the flour and wheat market. Iron and steel men, who pretend to see a bugaboo in future tariff legislation, and who were holding off, waiting for some expression or oracle from some source or other, fancy they read in the election returns the good omen they have been looking for. At any rate fires have been rekindled in the furnaces, operations have been resumed in the mines and a formidable fleet of mammoth boats from the lower lakes have been, within the past week or two, crowding into this port. Money is easier; the scare has practically subsided; confidence is being restored, and not only in the iron industry, but in the wheat and flour business operations are attended with more confidence and spirit than have obtained within the past six months. The great number of boats which are finding business at this harbor, during the closing weeks of the season is, contrary to the custom, keeping freight rates down within reason, from the shippers' standpoint, and this is an extra inducement to do business.

The weekly out-put of flour during the past few weeks by the mills at the head of the lakes has been without precedent, and the sales have about equaled the grist. At the first of the month there was a decline in the price of flour of about 10c. per bbl., in sympathy with the slump in wheat, and that, with the low freight rates, caused a heavy forward movement. There has been a fair and steady demand since, from both the foreign and domestic trade and the indications are now that the heavy pressure in the out-put and shipments will be kept up until the close of navigation.

The demand for mill products, besides flour, has been strong at advanced prices. Mill-feed has gone up 75c. a ton, bran being active at \$12.75 per ton in 200-lb sacks, and red-dog at \$13.75. The mills are grinding almost exclusively on the new crop, which is resulting in much better flour than was had from the old wheat. The new wheat is being received by the mills and elevators in large quantities, a greater per cent being shipped to the head of the lakes than for any previous year, and this notwithstanding the short crop and exceedingly low price. During October there was received 7,516,000 bus., against 8,326,300 bus. last year, while in 1891, the receipts were 810,000 bus. greater, for the same month. For the first two months of the crop year there have been received here 12,626,000 bus., while for the same months in 1892 there were received 13,972,000. The commonly accepted estimate of the crop shortage this year is 35,000,000 bushels, which makes the per centage of receipts larger than the two preceding years. Several elevator men give it as their opinion that the receipts will be very large during the remainder of the month. It seems to be a case of necessity with the farmers—if they do not sell their wheat at the low current rates, the sheriff will sell it for them at, probably, a slight discount. The lumberman, the implement man and every other man who has an old score or an old note against the farmer is forcing collections. Only a snow blockade or severely cold weather will cause a break in the large receipts of wheat here for the next four weeks. Shipments for October were 4,932,000 bus. against 5,031,000 bus. in October last year. For the crop year to November 1 the shipments aggregated 8,260,000 bus. against 8,685,000 for the corresponding months last year.

The production, receipts and shipments of flour, and receipts and shipments of grain at the head of the lakes during October as compared with the same month last year, according to the reports of the Duluth Board of Trade are appended:



RECEIPTS. 1893.			1892.
Flour produced Dul. bbls.	103,732		162,770
" " received bbls.	985,886		702,240
Wheat, bus.	7,516,181		8,326,011
Oats, " "	1,253		2,109
Rye, " "	5,445		19,001
Barley " "	200,068		80,245
Flaxseed " "	142,477		55,402
SHIPMENTS.			
Flour, bbls.	1,182,097		825,558
Wheat, bus.	4,932,000		5,081,237
Oats, " "	1,122		2,103
Rye, " "	10,550		10,550
Barley " "	144,492		37,049
Flaxseed, bus.	123,412		

Since the first of the month flour has been rushed to the head of the lakes in great quantities from points in this State and from the Dakotas. During the first week the railroads brought 229,578 bbls. against 169,715 bbls. for the previous week, and 111,680 bbls. for the corresponding week last year. It is believed that the receipts of flour will be unusually heavy until the close of navigation. During the first week of the month there were 257,000 bbls. shipped down the lakes, leaving 231,262 bbls. stock in transit.

Wheat, as is the rule throughout the country, continues low. December and May being cheaper at Duluth than was ever recorded before on the Board.

Receipts continue to hold in excellence with the first samples, about 45 per cent grading No. 1 hard, and 47 per cent No. 1 northern. The feature for the past few weeks, aside from the price, has been the dullness in shipments; nor is there any indication that the few remaining weeks of navigation will see much of a movement of wheat down the lakes. Elevators contain about 6,000,000 bushels and will continue to accumulate stock quite rapidly, beginning the season at the close of navigation in about the same condition as last year. The grain in store at the close of the first week in this month was 5,638,480 bus.; Oct. 28: 4,956,174; Nov. 5, '92: 6,251,772 bushels.

The following statement shows the stock of grain in store at Duluth (by grades) on Monday Nov. 13:

	Bushels.
No. 1 hard wheat.....	3,131,288
No. 1 Northern wheat.....	3,400,385
No. 2 " " " " " " " "	199,337
No 3 Spring " " " " " "	16,112
No Grade Spring " " " " " "	3,886
Rejected and condemned wheat.....	8,374
Special bin wheat.....	36,170
Total wheat in store.....	6,795,552
Increase during the week.....	1,157,072
In store this date last year.....	7,278,996
Increase for the week last year.....	1,025,114
Stock of rye now in store.....	12,033
Increase of rye during the week.....	1,122
Stock of barley now in store.....	129,376
Increase of barley during the week.....	35,036
Stock of flaxseed now in store.....	55,855
Increase of flaxseed during week.....	1,510
Wheat in store at Minneapolis.....	9,650,179
Increase wheat at Minneapolis.....	805,833
Corn in store at Minneapolis.....	5,881
Oats in store at Minneapolis.....	17,872
Rye in store at Minneapolis.....	18,572
Flaxseed in store at Minneapolis.....	176,530
Barley in store at Minneapolis.....	208,404

The visible supply of wheat as collated by the Duluth Board of Trade for the week ended Saturday, Nov. 11, 1893, shows an increase of 2,656,000 bushels as against an increase of 2,846,000 bus. for the corresponding week last year and a decrease of 113,000 bus. the corresponding week two years ago.

The visible supply of corn

shows a decrease of 254,000 bus. as against a decrease of 159,000 for the corresponding week last year and an increase of 1,006,000 bus. for the corresponding week in 1891.

Oats shows a decrease of 611,000 bus. the past week as against a decrease of 58,000 bus. for the corresponding week last year and an increase of 89,000 bus. for the corresponding week two years ago.

Another turn has been made in the more or less famous State Elevator case. The small elevator men of the State do not propose that the State shall build that elevator if they can prevent it. They say it would ruin their business if the farmers are allowed to ship wheat direct to the State Elevator at Duluth. The attorneys which these objectors have employed to bring on all of the laws' delays in the matter are now at bat. Col. W. M. Liggett of St. Paul, chairman of the Railroad and Warehouse Commission, was in the city a day or two ago, and stated that he had been served with a brief of the opposing attorneys and admits that it is a strong one. The arguments are that the fund to be derived from inspection fees, (with which the building is to be erected) is intended only for the purpose named—to give the grain a proper inspection, and not for building and maintaining elevators. It is further alleged that inasmuch as the contract price of the elevator is \$183,000 and the amount in the inspection fund, at the time the injunction was brought, was only \$50,000, a debt would have to be contracted by the Commission, which is prohibited by the Constitution. Moreover it is claimed that the Commission has no right to assume that the next legislature will pass an appropriation to cancel such a debt. So it seems that the farmer solons passed a statute to build a State warehouse without providing any constitutional means for footing the bills.

Duluth promises to be something of a barley shipping port, henceforth. Within a few weeks a cargo of 69,000 bushels of barley was shipped out of here. O'Neill, of Wabasha, has been in the Red River Valley this fall making a specialty of buying up barley. From now on more of it will be raised in that country. The farmers of the North-west, with wheat 30 to 40 cents a bushel, are coming to the conclusion that they must diversify their crops. In speaking of this matter, Col. Liggett said: "While I would not advise farmers to go heavily into raising flax seed, I think they should have a small crop of it. On my farm at Benson this season, I sowed 35 acres to flax seed and got 14 bushels to the acre which I sold at 87 cents. That pays a good

deal better than wheat. I can raise a splendid crop of barley on that soil next year." But all farmers are not Col. Liggetts. In this country they generally sow and reap as their fathers did—in the old country, hammering away on one crop and the fixed idea that they can regulate the intricate business and financial problems as they present themselves.

The Duluth Chamber of Commerce is in the last stages of life, all on account of a fight between the secretary, S. A. Thompson, and the two principal newspapers. The newspapers started out for Mr. Thompson's scalp a few months ago, and have it. The Secretary's salary, \$5,000, was paid by the city, which has been cut off by the Council, and there is nothing left for Mr. Thompson but to resign, and for the Chamber but to go out of existence. Mr. Thompson has been known best as the promoter and pusher of the deep water way conventions and in his efforts to attract public attention to this great question he is on the right track. Whether his efforts have always been judiciously directed is open to grave doubts. There is a great field here for a like Chamber of Commerce, and an able executive officer and the municipal factor will probably be blown to life again in a reorganized form. No greater question is before North-central America to-day than the one of an unbroken water-way to the ports of the world, and there should be a Chamber of Commerce founded in every city on the great lakes, having for their purpose the bringing about of that great enterprise.

The Duluth Board of Trade has voted to close its business on Saturdays at 12 noon.

Manager Church of the Imperial Mill has received the diploma awarded Imperial flour at the World's Fair, and the ribbon calling for a medal awarded the exhibit of the Imperial Mill Co. This exhibit, it will be remembered was an old-time water-mill.

Beginning Nov. 1, inst., the general freight department of the Duluth, South-shore & Atlantic Railroad is to be located in this city, having been moved from Marquette, Mich. This is preliminary, it is said, to the establishment here of the general offices of the road. At a recent meeting of the Board of Trade, Manager Church of the Imperial mill, presented the following resolution which was unanimously adopted:

Resolved, That the recent action of the Duluth, South-shore & Atlantic Railroad Co., in establishing the headquarters of William Orr, the General Freight Agent, in this city, is appreciated by the Members of this Board, who recognize this important change as another evidence of the friendly feeling of the management of this great line toward the business interests of this city,

and of its desire to afford improved facilities for the rapidly growing traffic between the head of the lakes and the East.

On Monday of this week in the United States Court, Judge Nelson heard arguments in the case of the Inter-state Commerce Commission vs. the Milwaukee, Omaha, Great Northern and the Northwestern Railroads. This is the old case brought by the Minneapolis Chamber of Commerce which claims that the corporations named discriminated in freight rates in favor of Duluth. A decision is expected to be handed down in a few days.

Articles of incorporation have been filed in this county of the Zenith Elevator Co. The capital stock is \$50,000, and the incorporators are A. Rockwell, J. D. Ellis, S. C. Bond and B. D. Noxon, of Duluth, and W. C. Bond of Brockway, Pa.

The season which is just closing has not been a profitable one for vessel-owners or agents. Freight rates have been unprecedentedly low throughout and during the last weeks when they should have gone up, they dropped a notch or two and are closing weak. The fog necessitates delays and long trips at the latter end of the season, but this does not seem to have been taken into account. Wheat at 2½ cents to Buffalo, and ore at 85 cents to Cleveland, is any thing but a satisfactory ending of a poor season, to those whose money is invested in vessel property. The marines expect a rather late freeze-up this fall.

Charles Stoddard, who was at one time baker for the Imperial mill, has opened an office and shop at 640 Garfield avenue, and will engage in the business of flour inspecting and practical test baking. The mills at the head of the lakes will patronize the new establishment, as it will give reliable and immediate tests of all samples furnished.

The Imperial Mill is now running at its full capacity. Week before last it turned out 33,785 barrels, and this is now about the regular gait.

DULUTH, Nov. 13. H. F. J.

## SUPERIOR.

ALL the mills in Superior are now in operation and turning out flour at a rapid rate. The mills in operation last week were the following:

MILL	Out-put, bbls.	Shipped, bbls.
Freeman.....	11,819	11,819
Grand Republic.....	7,000	7,000
Minkota.....	3,000	3,000
Lake Superior.....	18,000	18,000
Anchor.....	9,000	9,000
Listman.....	10,000	7,000
Total.....	57,819	40,819

The new mills are starting out like veterans and are doing excellent work. The indications now are that the heavy out-put will be kept up, at least until the close of navigation, and probably longer. The question of storage is bothering the man-

ufacturers, and it is understood that arrangements will soon be made to build a large warehouse for the accommodation of the surplus stock. Mill-feed also accumulates faster than it can be disposed of and a stop is occasionally made to clear up the blockade. One mill had on hand at the close of last week 20 car-loads.

Rates to the eastern sea-board remain on a basis of 17½¢. to New York, and the season is so far advanced that there is no probability of a restoration of the old rate of 22½ cents. The lake-and-all-rail tariff, based on a rate of 17½¢. to New York, is given below, together with the all-rail and across-lake rates, according to the latest schedule issued:

From Superior to	Lake and Rail.	All Across Lake.
New York .....	17½	37½
Boston .....	19½	39½
Philadelphia .....	15½	35½
Baltimore .....	14½	34½
Albany, Troy, Schenectady .....	10½	30½
Utica .....	10	30
Syracuse .....	15	32½
Rochester, Mount Morris .....	13½	31½
Corning .....	12½	30½
Buffalo, Erie .....	12½	27½
Elmira .....	15½	34½
Binghamton, Scranton .....	15½	35½
Hornellsville .....	15½	33½
Cortland, Richfield Springs .....	10½	31½
Montreal .....	24½	37½
Kingston .....	17½	36½
Chicago .....	12½	12½
Detroit .....	12½	21½
New Orleans .....		37½
Reading or Harrisburg .....	10½	34½
Indianapolis .....		22½
Peoria .....		12½
Omaha .....		23
Des Moines .....		22½
Cleveland .....		24½
Cincinnati .....	12½	25½
Toledo .....		21½

The Northern Steamship Company issued a circular some time ago announcing the discontinuance of receiving canal and lake shipments on Saturday October 28, rail-and-lake shipments at New York and Philadelphia at close of business on Saturday, November 11. The last shipments will probably leave Buffalo Saturday, November 18, and all freight, it was announced, should be in Buffalo and ready for delivery not later than Friday Nov. 17.

The statement of the shipments through the Sault Canal for October shows that the east bound freight amounted to 1,097,189 tons; west bound: 463,103 tons. Some of the larger items of the freight were as follows: Flour 1,253,407 bbls.; corn 371,370 bus.; wheat 6,551,308 bus.; building stone 1,363 tons; copper 9,463 tons; iron ore 541,319 tons; pig iron 4,816 tons; lumber, 111,969,000 feet; silver ore, 520 tons. Among the up-bound freight were 406,494 tons of coal; 295 bbls. flour; 18,294 bus. of grain; 65,795 tons of manufactured iron.

For October the freight handled in car-load lots amounted to 30,075 cars. Of this number 16,400 were handled in this city and 13,675 at Duluth. Of the cars handled 14,385 were loaded with wheat and other grain, 13,013 with coal and coke.

The St. Clair & Lake Erie Ship Canal Construction Company is a new corporation just organized in this city under the

laws of Wisconsin. The object of the company is one of great interest to the city, for as soon as the canal which this company is to construct is completed, Buffalo and other lower lake ports will be brought 112 miles nearer to Superior. There will not only be this saving of distance, but by using this proposed canal, the tortuous Detroit river and the shoals will be avoided. The intention of the company is to begin the canal near the south-easterly corner of Lake St. Clair in Essex and Kent counties, Ontario, and run some 30 odd miles to a point south-east of Point Pelee on lake Erie. The difference between the water levels of the two lakes to be connected is not more than 4 feet, and upon both routes surveyed there is no deeper cut than 34 feet. The company, it is said, starts out with its capital of \$4,000,000 secured. The officers are C. A. Towne, president, Duluth; E. Arnt, New York, constructing engineer; and W. Potter of Minneapolis, secretary. Every betterment of the water-ways of the great lakes is a public improvement, and such companies as this one are hailed with especial satisfaction by the flour and wheat shippers at the head of the lakes. The agitation of the deep water-way to the sea ought not to be allowed to die.

This city does not propose to allow her Board of Trade to lapse. It has just been reorganized, practically by the election of J. J. Atkinson, secretary, in place of H. A. George, resigned. L. H. Page was elected director in place of Alexander W. Stow, and Albert Ruyter in place of Frank G. Peters, deceased. A committee has been appointed to procure a fund with which to put the Board on a good footing. An assessment of \$2 a month is levied on members for current expenses. Secretary Atkinson will give the duties of his office his personal attention and will continue the publication of a daily report.

Nearly a dozen of the Inman tugs have gone into winter quarters, leaving a few of the larger ones to complete the season's work. The list of vessels for the remainder of the season is a short one. Less than 75 more vessels are expected by shippers to arrive. There is practically no rate on wheat to lower lake ports and elevator companies are paying a cent to a cent-and-a-half a bushel more for wheat than are those who wish the grain to ship away. If the situation does not improve in the next few days—and there is but little prospect that it will—it is probable that a large fleet will winter here and take on cargoes of wheat for storage, which will add materially to the elevator capacity. And then,

the wheat will be ready to go forward so soon as there is an opening in the season of 1894.

Word comes from Fergus Falls to the effect that W. H. Barclay announces that he will shortly let a contract for the erection of the Barclay mill in this city. The new mill, it is said, will be ready to grind early next spring. Mr. Barclay will move to this city. This mill is located on Hughitt slip between the Minkota mill and the Osborne wholesale grocery. The stone foundation for a 1,200-bbl. mill was put in last summer, and operations were suspended on account of the panic. The brands of flour to be made by the Barclay will be: Red River, Orange, Sunshine and Crown Point. This is the eighth flouring mill in the city.

There is a fair prospect now, as times are easing up, for a renewal of activities in the whale-back ship-yards here. Several new boats are under consideration, and as the outlook for next season is very encouraging for a heavy business, not only in flour and wheat, but in ore shipments, the barge company proposes to be in readiness to meet the demand.

H. C. Erwin, representing the Tileston mill at St. Cloud, has been visiting the institutions at the head of the lakes. He reports business in flour milling fairly active, but complains of the shipping facilities to this city. The railroads, he said had been refusing to handle flour on hand at St. Cloud on account of the poor facilities for shipping east by lake. He blamed the railroad companies for not providing better facilities for handling flour here, and was afraid he could not get his stock to the water board in time to take advantage of the low rates east.

During October there were 285 arrivals and clearances at this port. There were seven foreign clearances, and among their cargoes there were 22,000 bushels of wheat and 10,000 barrels of flour.

At a meeting of the Chamber of Commerce a few days ago a committee was appointed to meet with other committees, to be named by the Council and Duluth bodies and the Lake Carriers' Association, to prepare a memorial to Congress for more liberal harbor appropriations. This action was taken in conformity to the views of Capt. McDougall, who is in favor of making this one of the finest harbors on the lakes. The business will warrant it.

The big whale-back, Christopher Columbus has returned here for the winter. Next season she will be a feature between Milwaukee and Chicago. It was the intention to send her down the lakes on a trip or two with flour returning, with coal, but that has been abandoned. There is no longer any doubt of

the great merit of the whale-backs, either as passenger or freight vessels. The Columbus earned a barrel of money for the Henry Syndicate at the fair. A few days since two whalebacks, the Pathfinder and Sagamore, took out 200,000 bushels of wheat. The barge was loaded in one hour and fifty-three minutes, carrying 100,000 bushels of wheat. But one accident to a cargo in these boats has been reported this season. The steamer Jas. B. Colgate wet about 3,000 bushels of wheat in a recent trip to Buffalo, in a gale which overtook her between Otter and Manitou islands. Her cargo shifted, giving the boat such a list that the sailors had to walk on the outside of the rail, and water could be dipped out of the lake from the after turret door. Improper loading is given as the cause of the mishap.

Owing to the prevalence of wheat-stealing from cars at the head of the lakes, wheat shippers, grain-dealers and railroads have joined in a request to the Warehouse Commission to take steps to prevent it. Hereafter the inspectors will be provided with seals and will seal all the cars after inspecting.

The past week was the banner week in the flour making business at the head of the lakes. The mills all running turned out 88,010 barrels of flour, or 7,000 more than the week previous. There was of this local flour 71,785 barrels shipped and 60,361 stored. The railway receipts from interior points were likewise very large being 231,947 barrels, against 227,528 the week previous. The shipments last week were, of the flour in transit, 229,771 bbls. as against 160,910 bbls. for the first week in the month. The various railroads held in store, on Monday Nov. 13th, 296,808 as against 296,629 the week previous.

E. T. D.

SUPERIOR, NOV. 13.

## LONDON.

THE month of November finds the English farmer in a much better condition than it was thought possible three months ago, and they have succeeded in making good use of the past magnificent autumn season, so that a good start has been made with the wheat crop for next year's harvest. Millers throughout the country have not done so badly during the past six months, but American flour prices have now dropped to the lowest level they ever have been at and it is causing the millers here a good deal of uneasiness, as bakers here are inclined to buy a larger quantity of the foreign manufactured article unless the British millers reduce the level of their prices as well. The government has



recently issued the "Trade Returns" for the first month of the cereal year, and during that month (September), it will be found from the table below that the imports of wheat and flour, reckoned together, are about the same as during the same month of the two previous years:

IMPORTS OF WHEAT, FLOUR AND OTHER GRAIN IN SEPTEMBER.

	1893.	1892.	1891.
Wheat ..... qrs.	1,210,499	1,474,312	1,598,504
Flour, new wheat, ..	772,407	602,350	450,717
Barley .....	291,983	646,198	543,001
Oats .....	386,506	463,138	498,032
Peas .....	35,591	31,737	31,761
Beans .....	70,832	131,119	100,408
Maize .....	583,979	803,845	381,057

The amount of American flour stored in the different warehouses at the importing points throughout the United Kingdom is so large that it greatly depresses the value of the foreign wheat on the different markets, and by that means allows a sufficient margin between the value of the British millers' raw material and his flour, for the Britisher to net a good profit in the process of converting this foreign wheat into flour. The flour buyers have been very passive during the month of October and in full knowledge of the fact that whilst the quantity on passage is large, stocks in hand instead of equalling one month's wants about double them. The result of this is that to-day spot flour is cheaper than forward, although standholders are inclined, now they have got to the lowest level of values, to force prices upward. The price of Town households is 21s. 6d. per sack of 280 lbs. and Town whites 24s. 6d., while country made flour ranges from 19s. to 24s. per sack of 280 lbs. The prices quoted yesterday for American brands of flour on Mark Lane were: Pillsbury's Best, 24s. 6d.; Washburn's Gold Medal, 24s. 9d.; Christian's Superlative, 22s.; Indiana Patent, 22s.; Manegold's Patent, 22s.; Daisy Mills, 22s. 6d.; Sanderson's Best, 22s. 9d.; Sanderson's Arcade, 15s. 9d. and the Lily of Killarney 22s.

Yesterday a meeting of the National Association of British and Irish Millers was held at the Cameron Street Hotel, London, to consider several important matters connected with the milling trade in this country. On the question of the weight of a sack of flour being made 140 lbs. instead of 280 lbs., as requested by the National Association of Master Bakers, a long discussion issued, and in the end a resolution was passed agreeing to supply flour in sacks of 140 lbs. when the buyer requested it to be done at the time of buying. In other words the millers will not consent to make the 140 lb. bag the customary way to deliver flour or pass a resolution as requested by the Master Bakers' Association not to sell to any baker flour in 280 lb. sacks, but they, the millers, are

willing to supply flour in packages of any desired weight when requested by their customers, *if the extra trouble and expense is considered when the bargain is made.* Another important matter that was considered was the "Grain Contracts and Arbitration," and after a lively discussion, it was resolved that the present unfair system must be altered, and a committee was formed to draw up a scheme to bring about a better state of things. The rating of machinery was also considered by the meeting, and it was decided that steps should be taken to help pass the present bill through Parliament. A resolution was also passed altering the time of electing the president, in order that that gentlemen should have ample time to make every arrangement each year for the convention. Tomorrow will be opened the first annual International Bakers' and Confectioners' Exhibition at the Royal Agricultural Hall, Islington, London, N., which, judging by the details before the public, should be comprehensive and interesting. One of the features of the show will be the competitions in the production of bread, in bread-making and small goods, for which awards will be given. In this connection we notice that the Ancient and Worshipful Company of Bakers of London, offer a gold medal for the best "family bread," a silver medal for the best "ready money bread" and various other prizes. Besides the awards and prizes to be given in the various competitions arranged for confectioners, there will be competition for counter goods, hand and machine biscuits, and lectures on matters relative to the baking trade will be also given.

This month has been a fatal one for millers, for we hear of a number of deaths amongst prominent members of the trade. Amongst them we notice two well-known men whose names were a synonym throughout the United Kingdom for rectitude and honor. Mr. W. Comerford, of the firm of Messrs. J. R. Comerford & Sons, of Rathdrum, and a well-known patentee of milling machinery. Mr. Comerford was well-known amongst those who attended the milling conventions, he having, in 1886, on the millers visiting Rathdrum, met them and entertained them at his house and since that time he had always taken great interest in these annual gatherings. The other gentleman, Mr. Edward Hughes, who died at Liverpool on the 3d of October, was not only a miller but a large baker at Belfast and at the funeral of this gentleman, which took place at Belfast on the 6th ult., according to the rites of the Catholic Church, fully 20,000 persons gathered along the

route traversed by the procession, although the interment was private, in token of respect to the memory that will long live in the hearts of the citizens of Belfast. DRESSER.

LONDON, Nov. 2. 1892.

EXPORT OF BREADSTUFFS FOR OCTOBER.

The following, from the statement of the U. S. Bureau of Statistics, shows the amount and value of domestic breadstuffs exported from all American ports during the month of October, 1893, as compared with same month, 1892:

	1893.		1892.	
	Bush.	Value.	Bush.	Value.
Barley.....	307,617	156,629	49,178	25,240
Corn.....	3,735,132	1,776,265	4,574,404	2,573,134
Oats.....	673,408	231,970	138,588	51,394
Rye.....	8,001	4240	329,165	141,187
Wheat.....	6,863,656	4,702,366	12,740,064	10,053,709
Total.....	11,587,813	6,971,479	17,711,390	12,844,662

In addition to above, the following were exported during the month of October, 1893: Corn meal, 25,122 bbls., value \$65,877; Oat meal, 730,049 lbs., value \$21,326; Wheat flour, 1,456,936 bbls., value \$6,052,962. For the ten months ending October 31, 1893 and 1892, the total valuation of exported breadstuffs was \$160,525,632 and \$208,013,589, respectively. A decrease of nearly 23 per cent.

SUGGESTED "SUPREMACY" CROWN FOR CHICAGO.

In its issue for Oct. 30, *The Milling World*, of Buffalo, N. Y., trumpets to the public some strong praise of Chicago as a point suitable for establishing industries on a grand scale. Says our contemporary:

"Suppose Chicago, with her hustle, capital and unquenchable enterprise, were to take hold of milling, what would be the prospect of Minneapolis for holding the 'Supremacy' crown as a milling town? Of course there are some things in favor of Minneapolis that could not be secured for Chicago, but what Chicago lacks in those essentials she would make up in others. What she has done with the meat and lumber interests, she would probably be able to do with milling."

Here is a suggestion entitled to the serious consideration of Chicago capitalists, who are accustomed to handle undertakings of magnitude. If this city possesses overmastering advantages for milling—peculiar superiorities or adaptabilities of location; unique facilities for transportation by either water or rail; an atmosphere charged with ozone, quickening alike to the mental faculties and to the physical powers, whereby the Chicago citizens have become a symbol of sagacity, alertness, energetic action and achievement; resources of money and credit not to be found at any center of population west of New York; many brainy men capable of founding and successfully conducting business which requires the highest executive ability and is distribu-

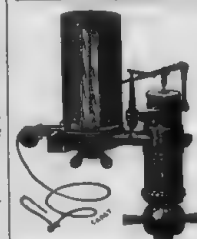
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Among the other notable features of the  
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Owen Wister. Short stories will also be  
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McNery Stuart, Miss Laurence Alma  
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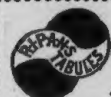
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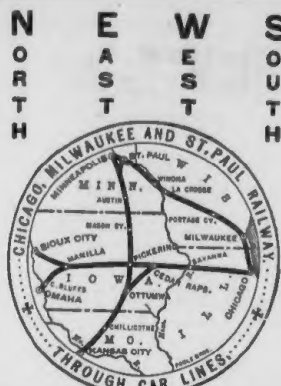
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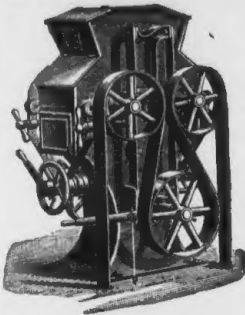
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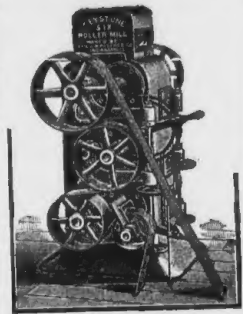
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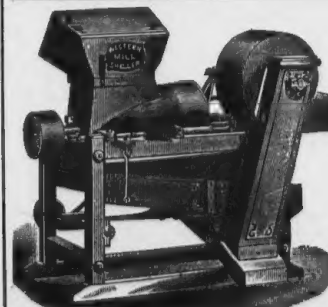
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